

# GRAIN DEALERS' JOURNAL

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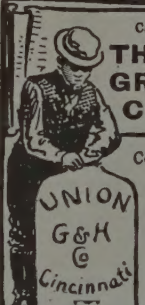
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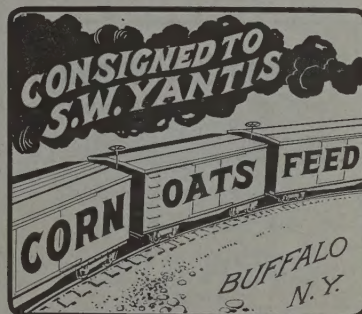
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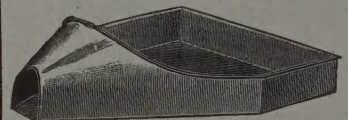
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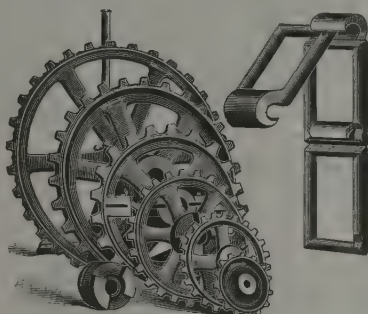
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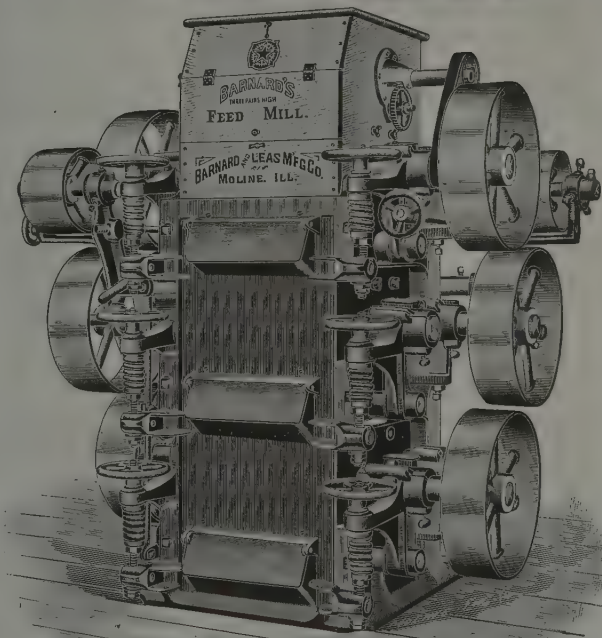
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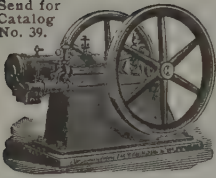
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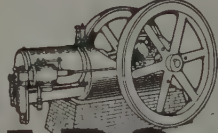
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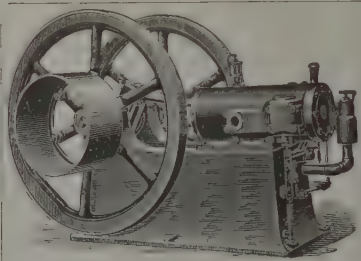
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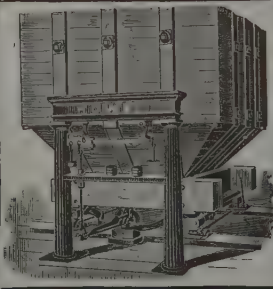
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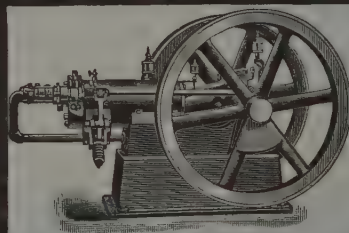
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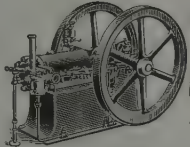
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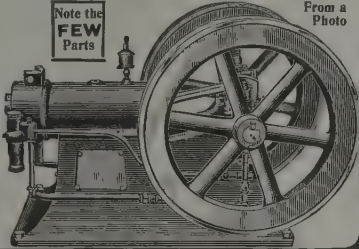
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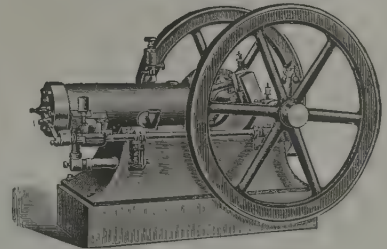
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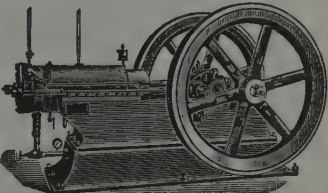
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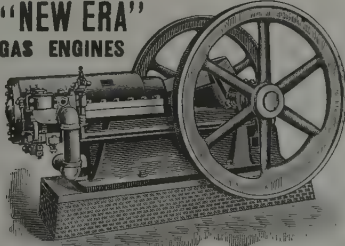
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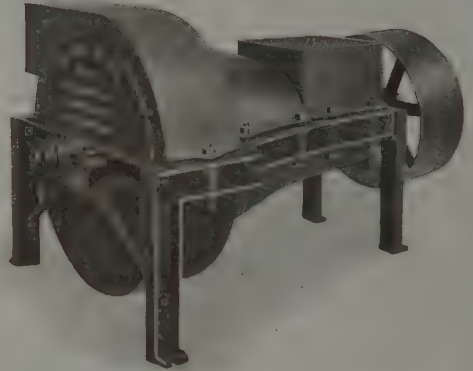
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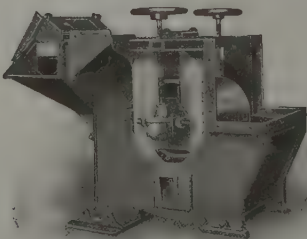
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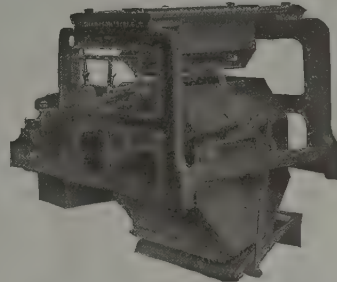
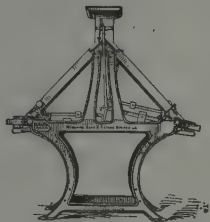
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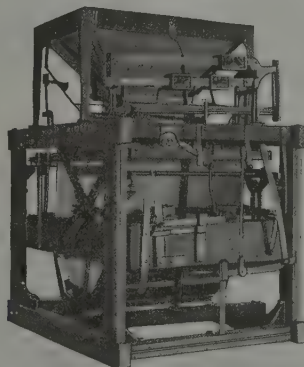
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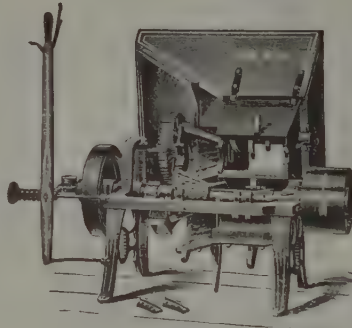
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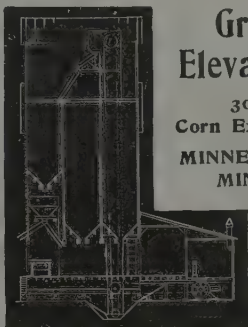
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This Steel Elevator and Tile Grain Storage  
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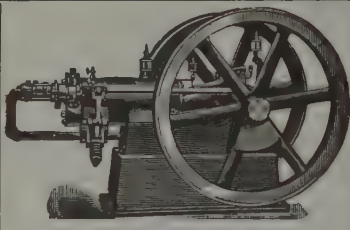
GENERAL CONTRACTORS

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# The GRAIN DEALERS JOURNAL

## GRAIN ELEVATOR SUPPLIES.



Sole State Agents HOWE Gasoline Engines. Special Agents HOWE Scales.

**MANUFACTURERS OF**  
Elevating, Conveying and Power  
Transmitting Machinery.  
Complete Equipments for Grain  
Elevators a Specialty.

**York Foundry and Engine Works**  
Warehouse: OMAHA, NEBR.  
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**If You Don't**  
buy your goods of us  
**We Both Lose Money**  
Complete line of  
**ELEVATOR MACHINERY AND**  
**SUPPLIES**  
**H.L.Thornburgh & Co.**  
Chicago, Ill.



### "New Era"

Passenger Elevators are not only a convenience but a necessity in well-equipped grain warehouses.

Easy to operate.  
Durable, Safe.  
Cheap as a stairway.

No bother. Time, money and labor savers. Write us for lowest prices and description.

**Sidney Elevator Mfg. Co.**  
*Sole Manufacturers*  
SIDNEY, OHIO



The Wear and Tear that bags go through cause dealers to look for strong bags that stand rough usage. Have you tried our jute bags? They can't be beat.

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**The Atlas Car-Mover**  
Manufactured exclusively by  
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Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced  
Try an "ATLAS." It Will Pay for Itself in a Few Hours' Use



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**HEADQUARTERS**  
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Friction Clutch Pulleys  
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Power Shovels, Car Pullers  
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WRITE US

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## Modern Grain Elevator Machinery

**ELEVATOR BOOTS**  
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In fact everything for the Complete Equip-  
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Our Catalog Sent Promptly on Request.

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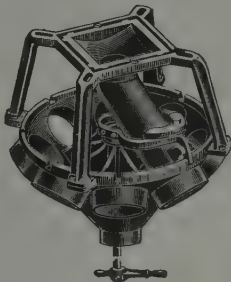


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**Y**OU can do more work with less expense, less trouble and do it quicker with the

## Hall Signaling Grain Distributor

than with any other device that has ever been placed in an elevator for distributing grain.



### WHY? Because

It distributes without mixing a kernel, utilizing every inch of bin space to the brim; positively prevents chokes in the back leg, signals you automatically when a bin is full, and you need not leave the working floor to operate it. *Send for Booklet B.*

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**We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.**



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

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## Grain Dealers' Scale Tickets.

**BOOK NO. 51.**

This scale book contains 100 pages 8x11 1/2 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare, and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net.... bushels.... pounds, Price, Dollars and Fees.

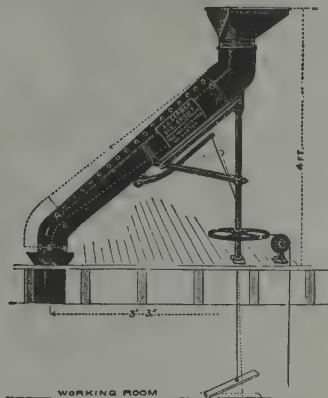
It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

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255 La Salle Street. - Chicago, Ill.

## Order the No. 2 GERBER IMPROVED Distributing Spout



And be convinced that it is the best spout you can secure for your elevator. We make a specialty of mill and elevator spouting. For particulars write

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## TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

**\$16 FOR THE ROUND TRIP TO ST.  
PAUL AND MINNEAPOLIS,  
VIA  
CHICAGO GREAT WESTERN RY.**

Tickets on sale daily to September 30th. Final return limit October 31st. Also equally low round-trip rates to other points in Minnesota, and to points in North Dakota, Colorado, Utah and Wyoming. For further information apply to F. P. Lasier, G. A., 115 Adams St., Chicago, Ill.

## Corn Shellers, Cleaners, Dumps, Drags



Everything for  
WAREHOUSE  
or ELEVATOR

When in the market, write us

**THE PHILIP SMITH COMPANY**  
Sidney, Ohio



## Portable Corn Crib and Grain Bins

are a great convenience to grain buyers for storing temporarily. They take care of your surplus at a small cost. When through with them you can take them down, roll them up and stow them away for some other time. Write for prices, etc.

**The Denning Wire & Fence Co., Cedar Rapids, Ia.**



## Ten Reasons Why You Need a "Clipper" Cleaner



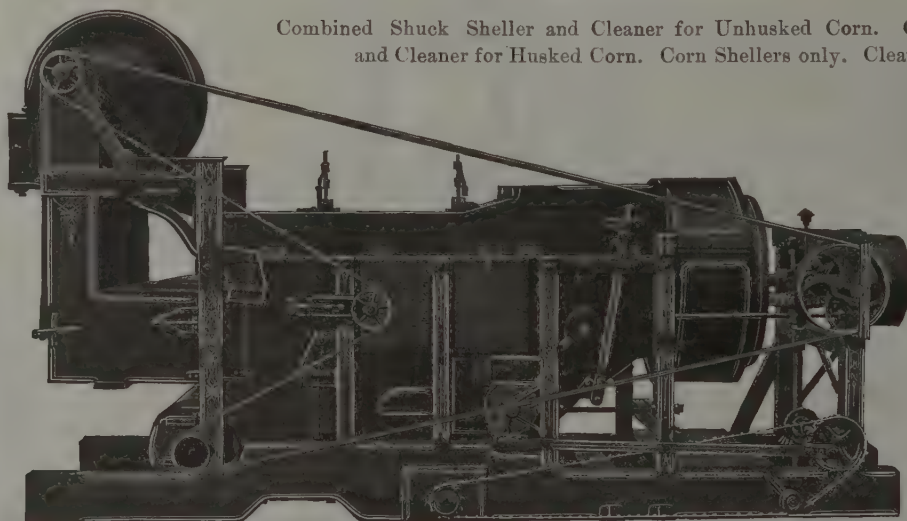
- 1—It is a cleaner that **CLEANS**;
- 2—It is adaptable to any purpose;
- 3—It cleans all kinds of grain, seeds or beans perfectly;
- 4—It cleans more grain with less power than any other cleaner;
- 5—It is simple, strong, convenient and will not get out of order;
- 6—It requires less care and labor to keep it running;
- 7—It is quickly and easily installed;
- 8—It has stood the test of time;
- 9—It is the only successful combination cleaner on the market;
- 10—It will make and save you money.

These are only a few reasons why you need a "Clipper" Cleaner. Write for catalogue and let us tell you more about them.

**A. T. Ferrell & Company, Saginaw, W. S., Michigan**

## NEW PROCESS DUSTLESS CYLINDER Corn Shellers and Cleaners FOR ELEVATOR, WAREHOUSE OR MILL

Combined Shuck Sheller and Cleaner for Unhusked Corn. Combined Sheller and Cleaner for Husked Corn. Corn Shellers only. Cleaners only.



Favored by Insurance Companies because husks are carried out of building.

The New Process Combined Shuck Sheller and Cleaner shown here is the only machine that can be fitted for either Husked Corn of Northern States or the Unhusked Corn of Southern States.

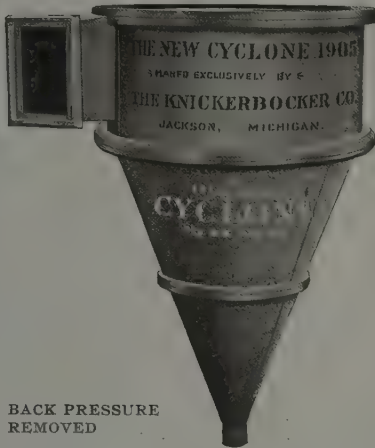
**CLEAN CORN  
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Send for our Catalog of **EVERYTHING** used in an **ELEVATOR, WAREHOUSE** or **MILL**

**MARSEILLES MFG. CO., Marseilles, Ill.**



"THE NEW CYCLONE 1905"



BACK PRESSURE  
REMOVED

There is but one "CYCLONE" Dust Collector—The Knickerbocker Cyclone  
ALL CYCLONE DUST COLLECTORS  
we hereafter ship will be

TRADE  
Cyclone  
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## "The New Cyclone 1905"

Manufactured under U. S. LETTERS PATENTS Nos. 798,437 and 798,438 on CYCLONE DUST COLLECTORS, granted to Mr. O. M. Morse and issued August 29th, 1905. We own exclusive rights under these Letters Patents for the United States and for Canada, Great Britain, France, Germany and other foreign countries. No person has any authority from us to empower or license any person to manufacture, sell or use any of the devices or construction covered by these Letters Patents for any purpose whatsoever or to cause same to be done. The Knickerbocker Co. will build

"The New Cyclone 1905"

for all uses to which it is adapted. Our old price list for CYCLONE DUST COLLECTORS will be continued for "The New Cyclone 1905."

### The Knickerbocker Company

Jackson, Michigan

## GRAIN BUYERS No. 66 WEIGHT AND COPY BOOK

A new scale book that saves time and prevents errors. It is 12x12 inches, contains 225 pages and has room to record 7,425 loads.  
Price.....\$2.00

GRAIN DEALERS JOURNAL

255 LA SALLE ST.

CHICAGO, ILL.

The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.

## Car Load Tables

Reduce pounds to bushels in car load lots. Oats (32 lbs.), six tables, 20,000 to 80,000 lbs. Corn (56 lbs.), eight tables, 20,000 to 108,000 lbs. Wheat (60 lbs.), eight tables, 20,000 to 108,000 lbs. Barley (48 lbs.), six tables 20,000 to 86,000 lbs. The tables are printed in two colors on good paper. Price, Leather binding, \$2.00; Cloth binding, \$1.50.

GRAIN DEALERS JOURNAL, 255 LaSalle St, Chicago, Ill.



"Western" Warehouse Sheller



"Western" Shaker Cleaner

Do You Intend to Build an Elevator this Season?

If so, correspond with or see the

## UNION IRON WORKS

DECATUR, ILL.

Plans to Suit Each Location by a Licensed Architect

Manufacturers of the justly celebrated WESTERN MACHINERY—Corn Shellers, Corn Cleaners, Elevator Heads and Boots, Pulleys, Boxes, Shafting, etc.

WRITE FOR OUR CATALOG AND PRICES

**ELEVATORS FOR SALE.**

FOR SALE—Six of the best elevators in Darke Co., O. See Marker & Mote, Greenville, O.

ELEVATOR BARGAINS, from \$2,000 to \$15,000. All worth the money. Address J. M. Maguire, Campus, Ill.

ELEVATORS for sale in the Central and Western States; write for descriptions. Aaron Smick, Elevator Broker, Decatur, Ill.

IF YOU ARE in want of a good elevator, cheap, doing a good business in all lines, call on J. F. Cartwright Co., Davison, Mich.

FOR SALE—A line of six elevators in Western Ohio; can be sold together or separately. Aaron Smick, Elevator Broker, Decatur, Ill.

ELEVATORS FOR SALE in the corn belt of Illinois and Indiana. Bargains if taken at once. Address James M. Maguire, Campus, Illinois.

ELEVATOR, COAL, Lumber and Live Stock business for sale at a bargain. Are doing good business. Enquire of O'Hara, Baldrige & Co., Congerville, Ill.

FOR SALE—I have several very desirable elevators in my hands for sale. For particulars call on or address E. B. McComb, 21 Board of Trade, Indianapolis, Indiana.

WHOLESALE SHIPPING BUSINESS, showing \$9,000 average yearly profits during past five years; takes \$7,000 to buy; no scheme. Address M. N. P., Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, HAY & COAL Business for sale. In good repair. Gasoline Power. In good town located in excellent territory in Northwestern Ohio. Price \$2,000. Address D. Box 3, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS for sale in the corn belt of Iowa; handle lumber, coal and feed at each elevator. Will sell elevators with or without lumber yards. Address John, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, GRAIN AND COAL business for sale at one of the best stations in Central Illinois on Wabash Railroad; ideal location, good town, good schools, good churches; 600,000 bu. station. Address Post, Box 8, Grain Dealers Journal, Chicago, Ill.

A NEW ELEVATOR in a town of 800 in south central Illinois; everything modern and up-to-date. Will handle 200,000 bushels. Price \$8,500. This is only a sample of many others which I have to offer. Write for list. C. A. Burks, The Elevator Broker, Decatur, Ill.

ELEVATOR, lumber and coal business in Western Indiana for sale. 15,000 bu. capacity, handles about 200,000 bu. corn, oats and wheat per year. Lumber shed, 56x60. Coal bins for 250 tons. No competition in either line. Good town, churches and schools. Address Day, Box 8, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS FOR SALE.**

UP-TO-DATE eltrs. in corn and oats belt cheap. W. A. Thompson, Attica, Ind.

ELEVATOR AND FEED and cider mill for sale. Price \$2,000. Address O. H. Limes, Roundhead, Ohio.

ELEVATORS FOR SALE. BY C. A. BURKS, The Elevator Broker, Decatur, Ill.

WILL SELL my sixteen thousand bushel frame elevator, located in Eastern Kansas. Address: Mans, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Large, well equipped country wheat elevator in Central Kansas located on the Missouri Pacific R. R. Good crop. Address Crow, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND COAL BUSINESS for sale in best corn and oats territory in Indiana. This proposition will bear personal investigation. Address Central Ind., Box 3, Grain Dealers Journal, Chicago, Ill.

WISCONSIN ELEVATOR, with capacity of 24,000 bushels, with rollers and stones for grinding feed; large and well established business in city of 18,000, for sale. Address Wisconsin, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE or rent; 12 bins; large dump; 10-h. p. gasoline engine; only elevator in town of 600; feed and warehouse connected; large office; 6 ton wagon scales; 200 bu. hopper scale; good flour and fed exchange business. Address Stewart Lumber Co., Denison, Ia.

TWO NEW ELEVATORS for sale. Fifteen and twelve thousand capacity, coal sheds, corn cribs, telephone line, one and a half acre ground; also lease of another elevator. Crops good. Will handle three hundred cars. Price Six Thousand. My reason for selling, other business. If you want a snap, address H. J. Sabs, Charles City, Ia.

ELEVATOR for sale in corn and oat belt of Iowa; cribbed house; capacity 80,000 bu; good cribs for 20,000 ear corn; 5 acres of land; also handle coal, feed, tile and all building material except lumber; big crop to handle this year; price \$12,000.00; doing a profitable business; reason for selling, poor health. Address Pat, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, GRAIN, FEED AND COAL business for sale, at Lockbourne, 12 miles south of Columbus, Ohio. Modern and complete; capacity, ear corn 50,000 bu.; shelled corn 10,000 bu.; wheat 12,000 bu.; rich farming section; best elevator location in Ohio; splendid shipping facilities; exclusive grain track privileges on railroad, preventing competition; no elevator within 12 miles north and west, 7 miles east, 3.5 miles south; good trade established in grain, feed, flour, coal, posts, lumber; annual average corn handled, 125,000 bu., wheat 40,000 bu., oats 5,000 bu., posts 2,000, coal 1,600 tons; corn prospects fine. Property appraised at \$7,000; sells Oct. 7th, 1905, at Court House, Columbus, Ohio; one-third cash, balance in 1 and 2 years; to settle estate. Address Delphine O'Harra, Admx., Lockbourne, Ohio.

**ELEVATORS FOR SALE.**

ELEVATORS—Grain Brokerage—Private wire propositions in various portions of the grain belt. If you are in the market for anything in the line of grain business, write me. All correspondence confidential. C. A. Burks, The Elevator Broker, Decatur, Ill.

A GOOD ELEVATOR, feed, coal and produce business for sale at an attractive figure, if taken soon. In good county seat of 3,000 people, in Iowa. Might consider good land in trade. Good reasons for selling. Price \$5,000. Address Box 188, Marengo, Iowa.

ELEVATOR FOR SALE—Located in a splendid grain country on the I. & V. Division of the Vandalia R. R. Capacity, 25,000 bushels. A bumper corn crop to handle. Price, terms and description made known on application. Address, Lock Box 208, Lyons, Ind.

ELEVATOR and two stations in N.E. Okla. Elevator is well equipped with gasoline engine, sheller, two cleaners, feed mill. Capacity 12,000 bu. Have fair flour and feed business. Good reasons for selling. For full particulars address L. L. Hime, Newkirk, Okla.

ELEVATOR, GRAIN, FEED and COAL business in Central Iowa town of 1,500 for sale. No competition. Very large territory. Business first-class. The best opportunity in the West. Good reason for selling. Address Newron, Box 5, Grain Dealers Journal, Chicago, Ill.

AN INDIANA ELEVATOR in a small town for \$6,500, together with a 6-room house and 3½ acres of ground, barn, orchard, etc. Terms can be arranged. This is one of a number of good propositions which I have in Indiana. C. A. Burks, The Elevator Broker, Decatur, Ill.

\$7,000.00 ELEVATOR FOR SALE at less than half price, with best kind of location for a lumber yard in connection with same. This is not a dead property; it's a money maker; never lost a cent for any man. Reason for selling, I am buying Texas land. Address G. D. Henry, Fairfield, Ia.

ELEVATOR, FLOUR and coal business for sale at one of the best stations in northeastern Kansas, on the Rock Island Railroad. Elevator 40,000 bushels capacity, equipped with good machinery; hopper scale; everything in first class condition. Price \$10,000. Address Box 21, Bern, Kansas.

ELEVATOR and feed mill on the C. M. & St. P., in Iowa, with capacity for 14,000 bushels, in a town of 500, with one bank, Bell and Farmers telephone; church, school, etc. Price \$4,000.00; worth the price of any man's money. Write for full information. Address Worth, Box 318, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, GRAIN and coal business, on Big 4; capacity 100,000 bushels; in central Illinois. We have one of the best stations in the state. Don't bother us unless you mean business and want something good in a good town; school and churches; one competitor who is all right. Prices and terms to suit. Address O. K., Box 342, Grain Dealers Journal, Chicago, Ill.



## ELEVATORS FOR SALE.

SMALL ELEVATOR and coal business for sale. Good territory and corn prospects never better. Address Box 98, Sulphur Springs, Ind.

ELEVATOR AND COAL BUSINESS in central Iowa for sale or trade for Iowa or Minnesota land. Address H. E. R., Box 5, Grain Dealers Journal, Chicago, Ill.

A 300,000 BUSHEL STATION, one elevator in a good corn country. This plant has not been on the market before and will stand closest investigation. Address Jno. M. Cox, Arcola, Ill.

TWO ELEVATORS for sale in Indian Territory; good points. Best reasons for selling. A money making bargain for some one. Address Indian, Box 3, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS WANTED.

LIST your elevator with Marker & Mote, Greenville, O.

ELEVATOR WANTED to rent. Address Box 62, Parkersburg, Ia.

ELEVATOR WANTED, doing good business, in Iowa or Illinois. Address W. E. W., Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED—List your elevator with me. I have cash buyers for good plants. Aaron Smick, Elevator Broker, Decatur, Ill.

JULIUS KUNZ, Wesley, Iowa, desires one or more elevators handling at least one hundred thousand bushels of grain per year and located in Iowa.

ELEVATOR WANTED in eastern South Dakota. Give complete description and lowest price. Address Colt, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED, in Indiana or eastern Illinois. State full description, price and whether on leased land. Address W. F. Stilwell, Covington, Indiana.

ELEVATOR WANTED to run with interest in business, or position as buyer. Experienced. Prefer Kansas corn station. Address J. S. McCrory, Glen Elder, Kan.

## MISCELLANEOUS.

INFORMATION WANTED regarding the Eclipse Commission Co., of Nashville, Tenn. Who composes the firm and where did they come from? Information will be treated confidential if desired. Hagard, Box 5, Grain Dealers Journal, Chicago.

WANTED—10,000 Grain Men to read THE GRAIN MAN'S GUIDE. Published monthly. Full to the brim with information that helps put money into your pockets. Get a Sample Copy and be convinced. Write Grain Man's Guide Co., Dept. G., Decatur, Ill.

WANTED—The address of every dealer handling chicken feed; samples of our PHOENIX BRAND POULTRY FOOD. MONITOR BRAND CHICK FOOD. Chicken Wheat, Kaffir Corn, Millets, etc., sent free upon application. THE ILLINOIS SEED CO., Department "E," Chicago, Ill.

## SITUATIONS WANTED.

POSITION WANTED as manager or bookkeeper with live grain firm. References. Address Lock Box 250, Dawn, O.

SITUATION WANTED as manager of an elevator in Illinois; am thoroughly competent and can give best of references. Address A. D. Parker, Seventy Six, Mo.

SITUATION WANTED as manager of an elevator, thoroughly understand the handling and purifying of grain; can give best of references. Address Robt. Nabstedt, Davenport, Iowa.

POSITION WANTED by experienced grain man as traveling man for some grain commission firm; Iowa preferred; good references. Address Call, Box 6, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by experienced bookkeeper and grain man. Station in good section on joint account preferred. Best references. Address Santa, Box 4, Grain Dealers Journal, Chicago, Ill.

I WANT A SITUATION as manager of an elevator, requiring a man of ability and experience. I have had 18 years experience in the business. Best references. Address A. W. Walls, New Richmond, Ind.

POSITION WANTED by an all-round man, 18 years experience, either in transfer or local elevator. I am a good engineer, good judge of grain and can do any and all kinds of repair work. Reference furnished, and satisfaction guaranteed. Address Box 138, Fowler, Ind.

OWING TO CHANGE with my present employer's elevator I offer my services as an all-around elevator man, from office to handling machinery and grading grain; can furnish reference; salary reasonable to start. Address C. O. Q., Box 2, Grain Dealers Journal, Chicago, Ill.

IF YOU can use a man 30 yrs. old, with no bad habits, who has had 5 yrs. experience in the grain, coal and feed business, with live stock and lumber as a side issue, one year each on the road and in the retail grocery business, drop me a line. Address Arodle, Box 11, Grain Dealers Journal, Chicago, Ill.

## PARTNERS WANTED.

PARTNER WANTED—to take 1/2 interest in grain seeds, wool and hay. \$2,000 capital required. Single man preferred. Address Crawford, Box 4, Grain Dealers Journal, Chicago, Ill.

## HELP WANTED.

COMPETENT MILLER wanted to take charge of feed grinding department in our mill. Saginaw Milling Co., Saginaw, Mich.

GRAIN BUYER WANTED. Must speak German and give fidelity bond; parties answering send reference and address John A. Stolt, Kulm, N. D.

BOOKKEEPER WANTED. One preferred that understands grain and general merchandise. One that is a general man, honest, reliable and temperate. Address Box No. 58, Bushnell, Ill.

## MILLS FOR SALE.

FEED MILL for sale. A business of twelve years standing. Good town, good country around. Address H. G. Rathbun, Dallas Center, Ia.

FLOURING MILL for sale or trade; 200-bbl. capacity. For particulars and terms address Cameron Investment Company, Cameron, Missouri.

FOR SALE very cheap, 125-bbl. mill in South Dakota. Two 100-h.p. boilers, electric light plant in connection. good business. A. W. W. Devers, Mitchell, S. D.

FLOUR MILL, 50-barrel, for sale; in Indian Territory; new and clean; money maker; terms to right party; good reason for selling. Write Lehigh National Bank, Lehigh, Ind. Ty.

FOR SALE—A 35 barrel full roller swing sifter steam flour mill in good town; large territory. It will pay to investigate this as I must sell. \$1,000 down; balance to suit. Address C. F. Espenhain, Stockbridge, Mich.

ROLLER MILL, 50-bbl., for sale or trade; fine water power; good location, near West Union, county seat Fayette County; population 30,000; makes excellent flour; big bargain. Address, Pres., Fayette County National Bank, West Union, Iowa.

RECEIVER'S SALE—At private treaty will sell at a bargain the Middlecoff Mill at Clinton, Mo. A complete 150-bbl. mill, both machinery and building new and up to date and in first-class condition. Here is an opportunity of a lifetime. This property must be sold. Address John B. Egger, Receiver, Clinton, Mo.

WE OFFER for sale our 100-barrel water power mill, building 44x100, 4 stories and basement; adjoining mill is an elevator of 65,000 bushels capacity. Mill and elevator are operated by best water power in the state. Also good sized barn, two dwelling houses with 33 acres of land; no better grain section in Ohio. We have operated this plant very successfully for the past 14 years; on account of other business interests requiring a change of residence we are compelled to sell it. Offered at half its value for quick sale. Call on or address Edwards Brothers, Troy, Miami Co., Ohio.

## MISCELLANEOUS.

INFORMATION wanted, regarding W. H. Wenholz, formerly of Champaign, Ill. Address Forty, Box 5, Grain Dealers Journal, Chicago, Ill.

WILL PAY for Fotografis showing the condition of elevators after they collapse or burst, together with a statement of the causes which led to the disaster. J. G. Bullock, Builder, Box 6, Grain Dealers Journal, Chicago.

FREE SAMPLE COPIES—Send a postal asking for Sample Copy of THE GRAIN MAN'S GUIDE, "The Magazine of Practical Information for Grain Men." Sent free. It's something new. You want to read it to appreciate it. Address, Grain Man's Guide Co., Dept. G., Decatur, Ill.

**ENGINES FOR SALE.**

**GASOLINE engine for sale, 10-h. p.** Temple Pump Co., 15th Place, Chicago.

**ENGINE FOR SALE**—1 Rocker Valve Engine, 10x20. Address American Malting Co., Milwaukee, Wis.

**NEW ERA 20-h.p. gasoline engine for sale;** in good condition. Address Dudley & Company, Wren, Ohio.

**2ND HAND ENGINES for sale.** One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

**OTTO GAS or GASOLINE ENGINE** for sale. 38 H. P., good as new but too small, now being replaced by 75 H. P. Will sell cheap for cash or a little cash and balance in time, payments to suit. Address The H. L. Strong Grain Co., Kansas City, Mo.

**FOR SALE** at cut prices the following gasoline engines; 2 h. p. Dempster; 2½ h. p. Davis; 4 and 6 h. p. Bauer; 4 h. p. Star; 10 h. p. Fairbanks; also 4 and 25 h. p. steam. All fine condition. Write us. Address Witte Iron Works Co., 526 W. 5th St., Kansas City, Mo.

**GRAIN DEALERS GASOLINE ENGINE** is the latest improved gasoline engine on the market, specially designed for the grain trade. Send for circular and prices that defy competition.

**DAVIS-JOHNSON CO.**  
9 S. Canal St., Chicago, Ill.

**FOR SALE** the following engines:  
10 h. p. White & Middleton.....\$225.00  
6 h. p. Backus ..... 190.00  
2½ h. p. Backus ..... 65.00  
2 h. p. Tuttle ..... 55.00  
We need the room. Address T. Lenox Machinery Co., 10 S. Clinton St., Chicago, Ill.

**FOR SALE**—One twenty-five h.p. gasoline engine. One twenty h. p. gasoline engine. One ten h. p. gasoline engine. All in first class condition. Will sell at what they are worth, and would take a steam plant or thirty-five horse power boiler in part pay on one or all. Address Goodrich Bros. Hay & Grain Co., Winchester, Ind.

**GASOLINE ENGINES for sale at a bargain.**

One 10 h. p. Columbus.  
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One 5 h. p. Charter.  
One 2½ h. p. Rockford Engine.  
One 6 h. p. Fairbanks Electric Lighting Engine with dynamo. All are in first-class condition. Address C. P. & J. Lauson, 103 W. Water St., Milwaukee, Wis.

**ENGINES FOR SALE**—1 8-h. p. Fairbanks-Morse, second hand, in first-class condition, both electric and hot-tube ignitor; 1 4-h. p. Fairbanks-Morse, in good condition, hot-tube ignitor only; 1 12-h. p. Fairbanks, hot-tube ignitor only; 1 6-h. p. Lewis and 1 12-h. p. Lewis, both electric ignitors; 1 12-h. p. White, in good shape, with electric ignitor; 1 4-h. p. Model horizontal and 1-h. p. Model, both electric ignitors. All the above engines for sale cheap. Lennox Machine Co., 307 Third St., S. Minneapolis, Minn.

**ENGINES FOR SALE.**

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**GAS ENGINE for sale, 25 h. p.** with fixtures as good as new, run three years. Address Berne Grain & Hay Co., Berne, Ind.

**FOR SALE**—50 and 60-h. p. Gasoline Engines; practically new at a bargain. Room 515 Ogden Building, 34 Clark St., Chicago, Ill.

**ST. LOUIS CORLISS ENGINE,** 20x42, for sale. Good as new. For particulars apply to the Aug. J. Bulte Milling Co., Kansas City, Mo.

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**BACKUS 2½-h. p.** thoroughly overhauled and good as new, \$150.00. 3½ remodeled gasoline engine, \$150.00. Other sizes furnished. Address J. E. Plunket, 119 Washington Blvd., Chicago, Ill.

**GASOLINE ENGINES FOR SALE.**  
One 7-h. p. Otto.....\$225.00  
One 12-h. p. Webster.....\$325.00  
One 35-h. p. Otto.....\$550.00  
Colborne Mfg. Co.,  
35 Indiana St., Chicago.

**GASOLINE ENGINES FOR SALE.**  
12-h. p. Model with electric ignition and both tanks, used only two weeks. Price \$325.00 cash.

6½-h. p. Webster, good condition, with tanks.

8-h. p. Lewis, good condition, with tanks, bargain. J. F. Atherton & Co., 30 S. Canal St., Phone Main 2343, Chicago, Ill.

**MISCELLANEOUS FOR SALE.**

**BRASS GRAIN TESTERS** at rock bottom prices, three sizes. Write for circular. A. S. Garman & Sons, Akron, O.

**SAVE MONEY ON MACHINERY,** engines and boilers, pumps, feed water heaters, fans, blowers, air compressors, gasoline engines. All sizes in stock. Write A. L. Dawson & Co., 29 W. Washington St., Chicago, Ill.

**THREE CARD INDEX CABINETS FOR SALE.**

1—6 drawer Globe  
1—9 drawer Library Bureau  
1—12 drawer Yawman & Erbe  
all in good condition. Price \$1.00 per drawer. Reason for selling, have installed a 30-drawer cabinet to take their place. Address Card Index, Box 5, Grain Dealers Journal, Chicago, Ill.

**MACHINERY BARGAINS.**  
500 bushel Fairbanks Hopper scale, sealed and tested .....\$75.00  
60x16 boiler, completed, tested to 165 lbs. ....\$325.00  
Large stock of state inspected second-hand boilers, 5 to 150 h. p.  
Engines, all-sizes, rail, pipe, pulleys, shafting and mill machinery.  
**MANUFACTURER'S SUPPLY CO.**  
Minneapolis. Minn.

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**SEPARATORS for sale**—2 H. A. Barnard's Separators, No. 6, good condition American Malting Co., Milwaukee, Wis.

**FOR SALE AT A BARGAIN** one No. 3 Victor corn sheller in good repair. Address Pauls Valley Milling Co., Pauls Valley, I. T.

**FOR SALE,** one No. 39 perfection dust collector in good order, \$75.00 f. o. b. Detroit. Address Parke, Davis & Co., Detroit, Mich.

**ELEVATOR SEPARATORS** for sale. Two B. & L., 1,200 bu. capacity in good condition. Address Mueller & Young Grain Company, Chicago, Ill.

**PORTABLE DUMP for sale.** Will handle any kind of grain well and quickly. Just the thing for cribbing corn. Address Woodbury & Files, Muncie, Ind.

**CORN ROLL FOR SALE.** One 6 x 15 roller mill in first-class condition. Price \$100 f. o. b. Conway Springs, Kan. Address the H. L. Strong Grain Co., Kansas City, Mo.

**FOR SALE**—Feed mills, one Case 9 x 14 six rolls high, and one Alfsee 7 x 18 six rolls high, both in first-class condition. One stationary 25-h. p. engine, first-class condition, also boiler and smoke stack. Ringlein Bros., Leipsic, O.

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**SPECIAL BARGAINS.**

One No. 2 Victor sheller, No. 2 Corn-wall corn cleaner, No. 6 clipper seed mill, No. 14 Boss car loader, cob crushers, No. 4 Monitor receiving separator, scourers and oat clippers, feed and attrition mills. One No. 4 Monitor combined corn and grain separator with wheat, oats and corn screens; one No. 4 Western corn sheller, capacity 3 to 400 bu. per hour. Good as new at a cut price. New circular No. 23 now out. Address A. S. Garman & Sons, Akron, O.

**ENGINES AND BOILERS.**

**THREE 72x20 second-hand boilers** that will stand 175 lbs. cold water pressure or 125 lbs. steam pressure; in first class condition. A bargain. Address Manufacturers' Supply Co., Minneapolis, Minn.

**MISCELLANEOUS.**

**WOOL WANTED.** We are in the market as wool jobbers and will pay the market price. Address Berne Grain & Hay Co., Berne, Ind.

**BUY a home in Tipton, Cedar Co., Ia.,** a prosperous, progressive county seat of 3,600 people. My dwelling occupies three 50-ft. lots south front on corner, \$2,000. Address Easy Terms, Box 6, Grain Dealers Journal, Chicago.

**INFORMATION WANTED**—Will pay well for information which will assist me in collecting a valid claim against the F. C. Graves Seed Co., of Des Moines, Ia. Address Creditor, Box 6, Grain Dealers Journal, Chicago, Ill.



## SCALES FOR SALE.

SCALES for elevators and mills; low-est prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FOR SALE—two 1,000-bushel hopper warehouse scales. Address Honeoye Falls Manufacturing Co., Honeoye Falls, N. Y.

SCALE FOR SALE. Fifty-ton Howe track scale and platform timbers complete. Fine order; a bargain. Address The Detrick Milling Co., Tippecanoe City, Ohio.

NEW AND SECOND HAND Hopper, Platform, Wagon and Track Scales for sale. Get out prices. Satisfaction guaranteed. Beckman Bros., Des Moines, Ia.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U., Chicago, Ill.

## SCALES FOR SALE.

- 1 Fairbanks Hopper Scale, with 2 pillar supports, weight 5025 lbs.
- 1 Fairbanks Platform Scale, with 2 pillar supports, weighs 3200 lbs.
- 1 Howe Hopper Scale, with 2 pillar supports, weighs 3600 lbs.

American Malting Co., Milwaukee, Wis.

## HAY WANTED.

WE want your next consignment of HAY and STRAW. Address R. F. Morrow Commission Co., Chicago, Ill.

HAY consignments solicited. Drafts for 75 per cent of value honored. Prompt returns. R. L. Chenery, Richmond, Va.

CLOVER and MIXED HAY wanted. Can place it to good advantage; write for billing instructions. Address Ford B. Strough, Boston, Mass.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

QUICK SALES—PROMPT RETURNS—If you want these let your hay consignments go to S. G. Fairbank & Co., Richmond, Virginia. Draft with B-L attached for 75 per cent honored on all shipments.

## BAGS FOR SALE.

BAGS for grain, oats, feed, etc., for sale cheap. Address William Ross & Co., 57-59 S. Water St., Chicago, Ill.

## FOR SALE

White Pine,—Second-hand, 2 x 6 in., surfaced two sides, No. 1 quality, in quantities to suit, carlots or less, f. o. b. Minneapolis.

Apply

The Albert Dickinson Co.

Minneapolis, Minn.

## GRAIN FOR SALE.

CORN, MILO MAIZE AND KAFFIR corn for sale. Address R. J. Bishop, Gage, Okla.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of white, write or telegraph Sam Williamson, Salt Lake City, Utah.

KAFFIR CORN, Cane Seed, Alfalfa Seed, and Hard Milling Wheat for sale. Get our prices. L. H. Powell & Co., Wichita, Kansas.

DAMAGED GRAIN for sale at the Santa Fe Elevator, 27th & South Wood Sts., Chicago, at prices ranging from 5c a bushel up according to condition loaded in cars. For samples and prices, write Harris, Scotten Co., 37 Board of Trade Building, Chicago, Ill.

## GRAIN WANTED.

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

MILLING BUCKWHEAT wanted. Address H. J. Klingler & Co., Butler, Pa.

BRIGHT WHITE OATS wanted—mail samples. Address Albert Dick, Quincy, Ill.

MILLING BUCKWHEAT, corn and oats wanted. Quote, delivered. The Rafter Mill Co., Blaine, W. Va.

YELLOW EAR CORN, oats and hay wanted; drafts honored. Address Produce and Grain Company, Wheeling, W. Va.

MILLING wheat, corn, rye and buckwheat wanted. Send samples and we will make prompt offers. Address T. G. White Cereal Co., Cedar Rapids, Ia.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

BUCKWHEAT WANTED—Wherever you are located, east or west, we want your buckwheat. Write us what kind of buckwheat, quantity, how dry, how clean, when can ship and price f.o.b. your station. Address Stillman Wright & Co., Berlin, Wis.

## SEEDS FOR SALE.

TIMOTHY SEED for sale. Address Geo. D. Henry, Fairfield, Ia.

TIMOTHY \$1.50; CLOVER \$6.50; add 20c for sacks. Address G. D. Henry, Fairfield, Ia.

TIMOTHY SEED for sale. When in the market write us for prices and samples. Car lots or less. Address Horner Elevator & Mill Co., Lawrenceville, Ill.

FOR SALE—Clover seed, timothy seed, alsike, oats, corn, milling wheat and hay. Don't fail to write us. Address Kinsey Bros., North Manchester, Ind.

## SEEDS BOUGHT AND SOLD.

Clover, Timothy, Alfalfa and Millet seed bought and sold in any quantity. Send samples or orders to B. F. Adams, Peoria, Ill.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

## SEEDS WANTED.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

CLOVER, TIMOTHY and Red Top Seed wanted. Submit samples and prices. Louisville Seed Company, 232-234 2nd Str., Louisville, Ky.

SEEDS—Clovers, Timothy, Red Top, Blue Grass, Orchard Grass, Buckwheat, Millets, Dwarf Essex Rape, Seed Grain, etc.

THE ILLINOIS SEED CO., Chicago, Illinois.

SEEDS WANTED—We want to buy several cars of timothy, clover, red-top, orchard and blue grass. Will buy in lots of from ten bags to carload. Send samples and quote, giving freight rate and stating quantity offered. Jas. L. Vance & Co., Chilhowie, Va.

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## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

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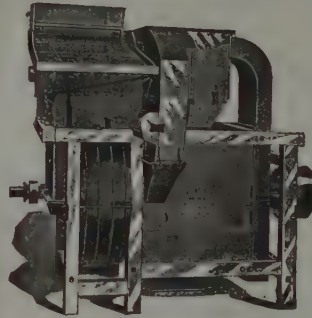
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This is the way it  
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1. Less power used.
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3. Life of machine longer.
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*It excels all on these points.*

This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

**Invincible Grain Cleaner Co.**

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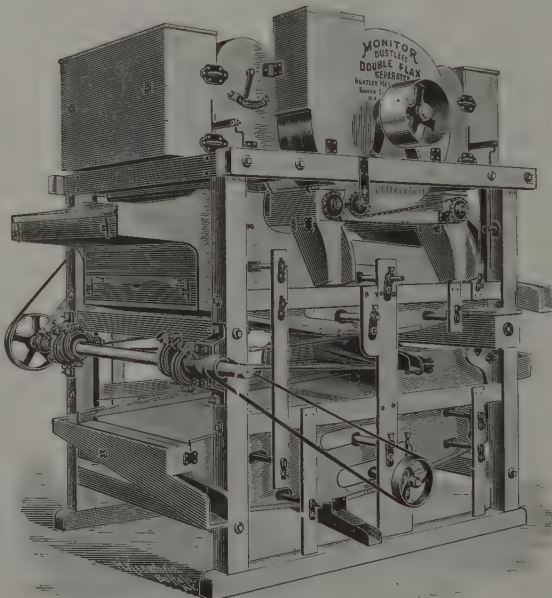
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## Here's another letter concerning the superiority of The Monitor Dustless Flax Separator



**The Separator which  
will pay for itself in  
a single season's use**

COOPERSTOWN, N. D., Mar. 4.

We are convinced the Monitor Cleaners are surely the best on the market for four reasons—they are of good workmanship, and nicely finished; made of good material, do the work to perfection and are easy operated. The writer of this has managed the Cooper Elevator for the last five years, took out the Owens Cleaner last fall and put the Monitor in working order and run the machine since that time and can pleasantly say we would not give up the Monitor Cleaner for three times the price if we could not get another of the same make.

BEIER & HYDE.

*Send for our Treatise on Flax Cleaning.  
It will show you how Monitors operate and  
why they will pay for themselves in a  
short time. Send today for the Treatise.*

**Huntley Mfg. Company**

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## GRAIN DEALERS JOURNAL

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10th and 25th of Each Month

BY THE

### GRAIN DEALERS COMPANY

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**CHARLES S. CLARK, Manager.**

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#### Letters

on subjects of interest to those engaged in  
the grain trade, and trade news items are  
always welcome.

Entered at Chicago, Ill., Post Office as  
Second Class Matter.

CHICAGO, ILL., SEPTEMBER 25, 1905.

SHORTAGE of grain cars is causing anxiety in several different sections of the country, hence it behooves shippers to be cautious about selling for early shipment.

KANSAS grain shippers are preparing to fight Kansas City toll takers in earnest, and will employ the best legal talent obtainable to deprive Kansas City eltrs. of this graft.

RECENT developments before the Interstate Commerce Commission of different shrinkages in grain rates at Louisville should prompt the Commission to turn its eyes to other points and learn if this form of discrimination is confined to Louisville.

EXPENSIVE ruins have recently been erected at different stations in the surplus grain states, to the memory of what barn builders do not know about constructing an elevator. Sad to relate, the expense in each case has been borne entirely by the elevator man who was looking for a cheap house.

SHIPPERS who favor a loading fee for country eltr. men who are willing to receive, store and load into cars grain for all comers, thereby acting in the capacity of a local freight agent for bulk shipments, should take up this matter with the traffic manager of the railroad for which they are now accumulating shipments.

NO FORGED Bs-L reported for nearly a month. Have the sufferers kept the bad news to themselves, or have the forgers taken a rest?

YOU WUD not think of placing a wager with a merchant, then deposit earnest money with him and allow him a commission for betting with you, yet that is what every patron of a bucket shop does.

REBATES are known to be a thing of the past by all railroad men who are willing to express an opinion, but several gentlemen who have recently paid heavy fines seem to be of a contrary opinion. It is very evident that neither rebates nor discrimination are unknown to all shippers.

DOCKING shipments for future shrinkage of the grain can not be justified on any grounds and shud be stopped. One hundred pounds to a car is no fairer than a thousand. Old time customs and practices shud be abolished. Strict honesty shud prevail. Let every dealer give and expect it.

WRITE to your representatives in Congress to give the Interstate Commerce Commission authority to order a reduction of rates found to be unfair, and write them frequently. The railroads are exerting every influence to thwart the will of the people. Any lethargy on the part of the shippers will be taken as an argument in favor of the carriers.

OCTOBER 10th is to be "Seed Corn Harvest Day" in Iowa because Prof. Holden has said that, "If every ear of seed corn could be harvested this fall not later than Oct. 10th and hung up where it will dry out thoroly before the bitter cold freezes of November, it would add millions of dollars to the wealth of Iowa." Fixing a specific time to do this very important work is quite sure to result in more care being exercised in its doing by every farmer. But why confine the good work to Iowa?

AUTOMATIC sprinklers sometimes cause nearly as much damage as a fire. Such was the case in a fire which occurred at Indianapolis recently. The fire was extinguished by the sprinklers in its incipency, before the firemen arrived on the scene, but the entire place was flooded before the watchmen and the firemen were able to turn off the water. Many old-time grain eltrs. are equipped with automatic sprinklers, but the new fire-proof plants do not find them necessary, to obtain a nominal rate for insurance. It behooves those who have their plants equipped with sprinklers to provide ample facilities for shutting off water and to have the valves plainly marked, as a flood in a grain eltr. would be very likely to more than offset any saving by reason of sprinkler installation.

THE RECEIVER who sends men to the farms to solicit shipments of grain is not likely to be swamped with consignments from the elevator owners.

THE MAN who has lost an elevator as the result of the wooden leg hazard can fully appreciate the dangers connected with its use without any outside assistance, but the elevator man who is always trying to get along with as little permanent investment as possible must be educated to the advantages of such equipment.

SOUTHEASTERN buyers who believe in doing business according to modern methods shud join the National Ass'n and thereby make themselves preferred customers of those who ship to that section. A contract shud be as good in the Southeast as any other section, but it will never be so until the progressive dealers of that section use their influence to make it so.

RAILROADS sometimes recognize the injustice of their arbitrary rates, but seldom make the reductions warranted by conditions unless unusual influence is brought to bear upon them. The coal users of Kansas have recently profited by the efforts of C. H. Ridgeway, Secy. of the Western Millers Mutual, who after camping at Topeka for a time, succeeded in securing a reduction of 20 per cent in the Santa Fe's coal rates. If such a great reduction is possible thru the efforts of one man it would seem that an ass'n of grain shippers might obtain a few small favors.

SEVERAL Atlantic seaports have sent committees to New Orleans and investigated the methods adopted by the Illinois Central for attracting grain via that port, with the natural result that driers will soon be installed at Atlantic seaports and no doubt other changes will be adopted in hope of making the eastern route more attractive to export grain during the closed season of lake navigation. Should eastern roads decide to make a fight for this traffic this season, as now seems probable, the grain exporter will have a more exciting and probably a more profitable business.

SOUTH DAKOTA has a law requiring warehousemen to publish in their local newspapers their schedule of rates for storage of grain each year, commencing with Sept. 1st. No doubt the bill was drafted by representatives of the country press, otherwise the demand for the law would have been satisfied by the posting of storage rates in the offices of the eltr. men acting in such capacity, and on the certificates issued for grain stored. However, eltr. men who are so fortunate as to have their eltrs. built on their own ground can store grain or not, as they desire.

## OHIO CLAIM BURO.

The Claim Buro of the Ohio Grain Dealers Ass'n is now an established fact and members may present any fair claim for adjustment whether against the transportation companies, a member or a non-member.

In a measure this Buro will act as an arbitration committee, but will not present any claims to claimee unless they prove upon careful investigation to be fair and fully substantiated by facts and all documents and letters pertaining thereto.

No doubt the railroads will pay more claims if presented thru such a buro and properly. Most of the claims presented by shippers are wholly lacking in reliable evidence to support them. If the railroads were to pay every claim made by shippers yet not supported by ample evidence they would soon be bankrupt.

It must be evident to all that the more careful the Buro is to file only claims it can justify by undeniable evidence, the more attention will railroads give to the claims filed. In time the endorsement of the Buro must result in favorable reception of claims by railroads.

This move in behalf of the shippers will school them in conducting their business more systematically and in keeping files of their correspondence. By weeding out careless, reckless methods the Buro will reduce the occasions for filing claims.

## WILL DEMAND RAILROAD LEGISLATION.

This week a meeting of delegates from 500 commercial and industrial organizations will be held in Chicago for the purpose of impressing upon Congress the need of the railroad rate legislation recommended by Pres. Roosevelt in his last annual message, to-wit:

"The Interstate Commerce Commission should be vested with the power where a given rate has been challenged and after full hearing found to be unreasonable to decide, subject to judicial review, what shall be a reasonable rate to take its place, the ruling of the Commission to take effect immediately and to obtain unless and until it is reversed by the court of review."

Since Congress adjourned the railroads have been unusually busy misrepresenting the legislation sought and desired by the leaders in this agitation, both in and out of Congress. The Senate investigating committee readily lent itself to supporting the false impression regarding the legislation desired, and a few shippers have been induced to sacrifice their manhood and convictions by giving expression to views favorable to the continuation of the old conditions. If the original intent and purpose of the Interstate Commerce law, passed some 20 years ago, is ever to be attained the Commission must have

the power contemplated by the original law and the Esch-Townsend Bill.

With the abolition of rebates and discriminations the small shipper will have an equal chance with the large ones, who heretofore have been favored by the carriers. When the original bill was enacted into law it was hoped and believed that all discrimination between persons, commodities and places would be at an end, but by degrees the law was found to be defective in many respects, hence the strengthening contemplated must be given soon or there will not be even a skeleton left.

Shippers who are alive to their own interests will let their voices be heard on every occasion for the regulation needed.

## WEIGHING GRAIN AT KANSAS CITY.

The Railroad Commission of Missouri is very much agitated over the prospect of its not being able to force its weighers on the Kansas City market, and to prove how ignorant it is of trade conditions and the trade's needs it has shed a column of alligator tears in hope of impressing the public with its kindly interest in the grain growers of Missouri.

To start with, the warehouse commission is interested solely in the fees, hoping to obtain enuf money to support another band of loafers similar to the incompetents to whom it at one time entrusted the weighing of grain at St. Louis. Everything is sacrificed for the benefit of the ward heeler who can bring in the most votes. The politicians are not working for the people, but for themselves. Very little Missouri grain is shipped to Kansas City and not much of it is shipped anywhere by the poor farmers, hence they do not lose the hundred pounds which is causing the Jefferson City politicians so much worry.

We do not seek to justify the 100-lb. toll taken from each car, because it is not right. However, if country shippers are willing that the toll shall be taken, that is their own affair and their own loss. Inasmuch as they are entitled to and should receive the original certificate of weight issued by the Board of Trade Weighing Department, and it always calls for the full amount of grain in car, it would be a very easy matter for shippers to detect the taking of any excess toll.

The man who buys grain from the Kansas City elevators has not yet insisted upon having 100 lbs. toll for shrinkage in handling, but no doubt the fairly disposed elevator men will promptly grant a request of this character, because experience has taught them that the grain will shrink and custom has established the propriety of the preceding owner standing the loss. The sooner the Kansas City toll takers abandon this unfair practice, the sooner will the Warehouse Commis-

sion be deprived of its last opportunity to mislead the public.

Kansas City Board of Trade weights are all right. Shippers and buyers who are interested have no complaints to make and those at interest know that the trade has nothing to gain thru the interference of the politicians, even tho "dis-interested." It should not be forgotten that the Missouri Warehouse Commission inspectors not many years ago were found guilty of inspecting grain by telephone at Kansas City, and they might be doing so today were it not for the vigilance of the Board of Trade.

## OUT OF DATE ELEVATORS AND METHODS.

Many country elevators are so badly neglected as to be almost beyond repair and others are so wretchedly managed as to earn no dividends. The owner who does not keep his house up-to-date and in perfect working condition soon finds himself confronted by so many difficulties he becomes greatly discouraged and shortly will decide to sell out. When asked,

"Why do you wish to sell?" he invariably replies, "My health is impaired."

Occasionally this excuse is good, but much oftener the man is to blame. Unwilling to profit by the experience of others he declines to listen to their opinions or advice. Self contained and narrow, his parsimony forbids his providing modern facilities for handling grain, and his pig-headed conceit denies him the pleasure and profit of finding something good in other dealers' methods.

Such a man can see no good in the association, the meetings or the trade journals. He draws into his shell whenever approached and insists that old ways and methods are good enuf. He will not admit the advantage of keeping posted regarding his own rights as laid down by the courts, the arbitration comites and association trade rules. He cares naught about the new tricks of the sharpers until he gets caught. He does not care to progress.

Have you seen him? Do you know how very difficult it is to induce him to take a fair view of a trade difference? Is it any wonder he never enthuses over the business?

LOADING cars below their marked capacity is, in the eyes of the railroad companies, a far more heinous offense than loading them greatly in excess of their marked capacity. However, should the overloaded car break down and a wreck occur, the company would be very likely to confiscate its contents. Shippers may not relish the arbitrary rules of grain carriers governing the loading of cars, but for the present at least it will be necessary for them to submit to the wishes of the traffic officials.



MARKING capacity of cars 2,000 lbs. in excess of their real capacity is a little trick at which the Michigan Bean Jobbers Ass'n recently caught a railroad. What next?

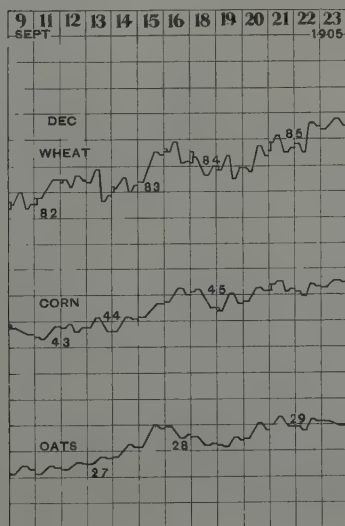
NORTHWESTERN commission men seem to be straining their bank credits by their efforts to outdo one another in advancing money to possible grain shippers without security. The sooner this imposition is worked to death, the sooner may the trade expect relief.

GRAIN in the Santa Fe Eltr. at Chicago which was burned recently was over insured about \$100,000, large quantities of grain having been taken out on the day previous and the insurance not cancelled. On the other hand a Kansas eltr. burned recently had no insurance, because—well, the owner had just neglected to have it renewed. Too busy.

SHIPPERS to Nashville, Pittsburg and every other central market having an organized exchange will protect their own interests by confining their dealings to members of that exchange. It is an easy matter to learn who are the members. It wud not be necessary for us to repeat this warning so often if shippers wud exercise more care in the selection of their receivers. It is decidedly dangerous to do business with non-members of the exchanges, yet shippers persist in doing so, and we have received information of two heavy losses suffered recently by reason of such perversity.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the December delivery at Chicago, for 2 weeks prior to Sept. 25, are given on the chart herewith:



## Spring Wheat.

The farmer said the spring was late And wheat would not grow in this state; While slug and flood and hessian fly Biffed the poor wheat-plant in the eye. The hopper, large as poodle pup, Next ate the crop at Ipswich up; Black rust affected what remained, But still the plant its grip retained, Until a bug with yellow tag In South Dakota raised its flag; Then came a storm of wind and hail And threshed the wheat, as with a flail,— And still the crop we've raised this year Is as large as ever known up here! —Van Dusen-Harrington Co.

## Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

### WHO SHUD BEAR LOSS CAUSED BY LEAKY CAR ROOF?

*Grain Dealers Journal:* Last winter we had three cars of corn go off grade in the New Orleans market on account of leaky roofs. The corn was put thru drier and raised to grade at our expense. As we received the returns on each car we made claim on the railroad company for the loss.

The latter part of August the railroad claim agent advised us that he would pay 80 per cent of our claims. His reasons for shrinking the amount of claims 20 per cent were as follows: "We hold that the entire contents of the cars were not wet as result of defective equipment, and that there being no official inspector at point of origin, we do not know positively the grade of the corn when it left point of origin." In reply we made affidavit that the corn was absolutely No. 3 or better corn when loaded into the cars at our elevator. In support of our judgment in grading corn for the New Orleans export market, we did not have a car miss grade there last winter, except those in question with the leaky roofs.

The railroad company has full disposition of this corn after it receives it on cars at our elevator, from our track to the boat at New Orleans, including handling from cars to boats, drying the off grades with their own drier. If these cars contained only a small portion of wet corn and the railroad company chooses to dry it all, the dry with the wet, this error is theirs, and we hold that they shud pay for it. And, after all, the poor equipment, the leaky roofs which surely are no fault of ours, and the results over which we can have no control, cause to us our total loss.

We offered the railroad company settlement allowing 1/2 of 1 per cent for natural shrinkage of corn en route, but the company refuses to pay us more than the 80 per cent of the original amount of our claims.

Does the railroad company owe us the total amount of claims less 1/2 of 1 per cent for natural shrinkage en route, or does it owe us 80 per cent of the original amount of claims?

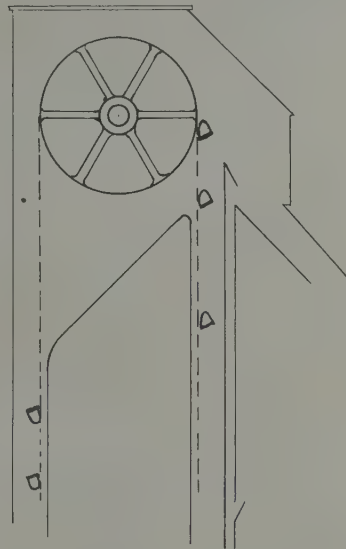
Shud we settle for 80 per cent of the total amount of claims and effect a quick and easy settlement, and help establish a precedent whereby the railroad com-

pany will in the future shrink our just claims 20 per cent before they will make settlements, or shall we insist they owe us total amount of our claims, stand pat, and demand payment in full?—Central Illinois Grain Dealers.

### WHICH WAY SHUD CANT BOARDS SLANT.

*Grain Dealers Journal:* In the last number of the Grain Dealers Journal I notice that you published plan of an elevator head with overflow leg used by some elevator men in western Canada.

Now we are using about the same idea, the principal difference being that the cant



board slants to the up leg so that all grain, screenings and other material which drop from the buckets as they pass over the head pulley are diverted to the up leg. We have heard some elevator men claim that in this way the refuse gets between the belt and the pulley of the boot only to be ground into powder. I have examined several of the boots in our country elevators but have not been able to find the powder. It may be that our heads are so perfectly constructed as to deliver all the grain into the distributing spout, but I am inclined to think that the powder theory is wrong. I would be pleased to know the experience of elevator men who have carefully investigated this matter.—Yours for the best, J. R. M.

### Receipts of Wheat and Corn a Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Sept. 25 have been 62,466,000 bus., compared with 56,463,000 bus. for the corresponding period of the preceding year.

Corn receipts for the present crop year prior to Sept. 25 have been 42,442,000 bus., compared with 37,374,000 bus. for the corresponding period a year ago.

## Crop Reports

**CANADA.** Winnipeg: Threshing returns are already beginning to come in and fully verify the previous reports of a phenomenal yield. At Portage la Prairie, Man., one field of wheat averaged a fraction over 50 bus. to the acre, and graded No. 1 hard.—R. F. R.—Winnipeg: We are having fine weather at the present time in this country. Had one shower of rain last week, which delayed threshing a little, but weather looks settled now and we hope to get the immense crop pretty well secured in the next 2 or 3 weeks.—Frank O. Fowler, Secy. Northwest Grain Dealers Assn.

**ILLINOIS.** Palestine: We will have the largest corn crop this year that we have had for several years. Wheat about all threshed.—Wilson Grain Co.—Rushville: Some wheat and oats are being held by farmers; probably as much as 25 per cent thruout this locality. Corn has been considerably damaged by storm and rain; think we will have no corn to ship.—Bader & Co.

**INDIANA.** Cory: The wheat this year was of fine quality and we have a fine prospect for corn this season.—W. H. Moyer.

**INDIAN TERRITORY.** Muskogee: Corn in this section is a great crop and is doing well; will start freely to market about Oct. 15.—W. L. Pitts & Co.

**IOWA.** Fairfield: The corn is down badly in southern Iowa, also between Kansas City and Charlton, caused by recent rains and wind storms. Corn is also very green and lacks considerable of being out of the way of frost. Think out state statistician will have to come down from his 400,000,000 perch after corn gathering and be satisfied with last year's average.—Geo. D. Henry.—Newton: Receipts of oats are 110 per cent larger than a year ago and the heaviest that we have had in the 27 years that I have bot grain. Corn crop will be good. Some seed corn to ship; the first in 2 years.—D. J. Eberhart.—Des Moines: The averaged reports indicate that only 49 per cent of the oats will grade 3 white. The average weight will be 32 pounds per measured bus. and the average yield will be 36 bus. per acre. Condition of corn is 112 as compared with last year, based at 100.—Geo. A. Wells, Secy. Iowa Grain Dealers Assn.

**KANSAS.** Hattville: We have a banner corn crop in this section this year and there is a large acreage. No damage at all to corn, tho we have had good rainfall.—R. T. Williams.

**MARYLAND.** Baltimore: The next howl will be "too much cob." "All gone to fodder" commences to look sick in the face of the actual corn. We don't even have to judge from the "hot bed" specimen ears exhibited on 'Change and said to represent fifty acres on Mosquito bank farm, for we have had receipts from the actual field, of ear corn, to be sold in the market, and there is not even a rotten plank left for the calamity howler to stand on. The weather is ideal for maturing the late planted, while the great bulk is safe, and waiting for the first nipping weather to dry out and harden the grain. It is too soon to anticipate trade relations, to the home grown crop. Much will depend upon the stand farmers take, and the price of stock cattle. A turn in favor of cattle feeding, and the crop will cease to be a factor of any commercial importance, as related to trading in the actual grain. Wheat seeding well under way, and while there was room for some apprehension first half of the month, because of excessive moisture the past week has been perfect, and the seed bed prepared under favorable conditions. The acreage of wheat is a full average, and varies but slightly in the older states, is not influenced by prices, and has long ago settled down to a routine crop.—B. M.

**MICHIGAN.** Clinton: Our wheat is not up to the expectations. Considerable shrinkage; some to such an extent that it is not marketable.—Richmond & Hause.

**MINNESOTA.** Trunian: Stack threshing has been commenced in good earnest and the grain is coming in in good condition. It recently rained 5½ inches in 36 hours, almost continuously, which will stop corn harvesting as well as threshing. Farmers will not be able to get into the fields for 10 days or more.—H. A. Fuller, agt. Hubbard & Palmer Co.—Tracy: Movement of grain is slow. Wheat, particularly, is in poor marketing condition and will continue to be until the curing process is completed.—D. H. Evans. Climax: Shock threshing nearly done; wheat averages 13 bus. Haxseed, 10 bus.—J. A. Munson, Agt.

**MISSOURI.** Springfield: Prospects for a large corn crop in this section. We are having too much rain.—W. R. Ruxton.—Sumner: Corn crop was good, now badly blown down and damaged fully 1-3 by incessant rains.—Tracy & Hopper.

**NEBRASKA.** Sumner: Have had rain for a week thruout this section. It has damaged grain in the stack more or less. We are going to have a booming corn crop but the heavy rains have knocked the corn down so that it will be hard shucking this fall. A larger acreage of wheat will be put in this fall than last.—A. J. Cook, agt. Westbrook-Gibbons Grain Co.—Eagle: Corn crop looks fine with a prospective yield of about 40 to 50 bus. per acre. Only thing I am afraid of is an early frost as we have had more rain in the past 3 weeks than we have had at any time this summer, which may bring an early frost or a lot of soft corn.—R. C. Wenzel.—Staplehurst: Our crop of wheat is yielding well and is of fine quality. Many bunches good enough for a No. 2 red wheat. Corn fine crop and maturing grandly and 10 days will put the latest beyond danger of frost. Seeding will commence with the grandest foundation for a crop of any year lately.—J. H. Davis, mgr. Nebraska-Iowa Grain Co.—Table Rock: Are having very heavy rains, which may cause high water to damage some of the corn along the bottoms. Prospect for a corn crop is exceptionally good.—A. D. Gise, mgr. Butterfield & Co.—Petersburg: Oat crop in northwest Neb. will not yield over 25 bus. per acre and some of very poor quality on account of having been damaged by hard storms. From Sept. 10 we have had over 2 inches of rain for every 48 hours and 2-3 of the corn had been blown down. All the level land is about 7 inches under water and hardly any winter wheat has been put in. Grain stacks are in a bad condition and look like a green hill. The top of the stacks have been blown off.—Mgr. Updike Grain Co.—Sumner: Crops are about the same as last year. No frost here as yet. Had a heavy hail storm Sept. 17, but do not think it did much harm to corn.—H. M. Updike, agt. Omaha Eltr. Co.

**OHIO.** Toledo: Wheat in this section will have all been sown by the end of Sept. Corn cutting has been the order of the day, and this has been rapidly followed by the sowing of the new wheat crop. Barley sowing is already thru the ground, and is looking well.—H. D.—Lyndon: No wheat sown yet. Corn cutting has been commenced.—D. Gwynn Coyner.—Glen Karn: Corn looks well. Have not had any frost yet. It is very rainy and the corn has no chance to dry up as it should. Oats about all shipped out.—Robert Davidson.—Brookville: Corn crop is looking very promising; too wet however for it to mature well.—Baker & Williamson.—Brookville: A fine corn crop in this section.—Wogaman Bros.

**TENNESSEE.** Nashville: The local wheat crop has been poor in grade and short. This crop, as well as oats, has been exhausted for some time and there is none now to come in. Corn promises to be excellent, and everything points to a most successful crop. The warm, sunny days we had last week were very favorable to the cutting of early corn. Corn, taken as a whole, is maturing well and with the greatly improved prospects of the late crop, which is now almost safe from the contingency of even an early frost, there promises to be a plentiful supply of this important product thruout the state.—R. N. C.

**WISCONSIN.** Bloomer: Grain of all kinds has been damaged more or less by the continued rains. Yield will be only about 2-3 of a crop, compared with last season. Corn good.—Bloomer Produce Co.

## Exports.

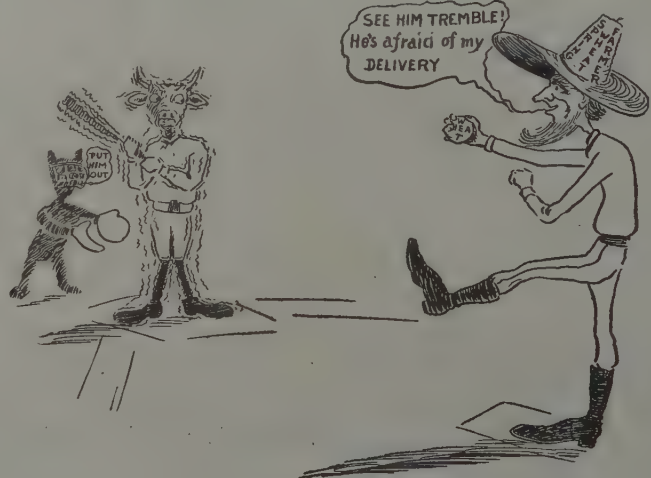
Buckwheat exports during the 7 months prior to Aug. 1 amounted to 145,334 bus.; compared with 2,901 bus. for the corresponding months of 1904.

Broom corn exports for the 7 months were valued at \$112,801; compared with \$107,596 for the same months of last year.

Malt exports for the 7 months amounted to 309,193 bus.; compared with 295,134 bus. for the same months of 1904.

Glucose exports for the 7 months were 107,305,411 pounds; compared with 85,811,807 pounds for the corresponding months of last year, as reported by O. P. Austin, chief of the bureau of statistics.

Toledo received during the week ending Sept. 23 3,500 bags of clover seed, against 4,300 the same week last year, and shipped 50 bags, against none the corresponding week a year ago.



The Bull is a Little Afraid of the Northwest Farmer.—From Zahm's Red Letter.



## Planning vs. Repining

By Idler.

Zachariah Tavior, familiarly known to his townspeople as "Happy Zach," was in a brown study; the easy smile which usually played around the corners of his mouth had vanished, and there was an undeniable droop to the broad shoulders.

"Cheer up, Zach," said Farmer Farries, as he came up behind and slapped him on the back, "It may not be true, you know,"—at which comforting witticism Zach grinned patiently, as many another sufferer has done from the time of Job's great grand-uncle, yet without visible signs of "cheering." "What's gone wrong?" continued Farries. "Have you signed a contract thinking it was an order for a catalogue, or did the last gal you proposed to take you seriously?"

"Worse than either uv 'em," Zach rejoined. "Business is goin' to th' demnition bow-wows, 'nd all on account uv that derned idiot who put up a warehouse on the river-bank near Dutcher's Cooley. He's run prices up so high that farmers are haulin' grain across-stream 'nd payin' bridge toll to sell it to 'm. Lucky for me you live so far in this 'hinterland,' as old Schultz says, or you'd be took with the panic for tradin' with that young city-fool. You're about the only customer I've had this week, and mebbe you've only come to dicker." And Zach's face lengthened by another half-inch.

Farmer Farries laughed pleasantly. "I guess we can come to terms," he said. "But what's the reason for this sudden boom in the grain business over at the Cooley? How'd Bean get the bulge on you? You know I used to be a dealer at Lakeport, myself, before I came out here for my health and bought the farm. Perhaps I can help you out."

"Well, as nigh 's I can make out, it's this way. Bean, who used to live in St. Louis, has an uncle or a grand-dad or

some other measly relation that buys barley for a brewery, and he's contracted with 'm for twenty or thirty thousand choice Wisconsin, which he's shipping down by boat. The movement on his side is pretty light, so far this year, so he comes over here with offers of a big price and pays as much as he gives Wis. farmers, or more, with the bridge toll added. I suppose he can afford to do it, havin' made his contract at a good figure, 'nd I don't begrudge him his enterprise none if he'd only stick to his own side 'nd not come round after my customers.

"Can't you sell a round lot of barley at St. Louis, too, and send it down by boat?" suggested Farries.

"I might sell it," Zach replied, "'nd I guess I could get a first rate price, this week, through a good commission firm I know there; but this station don't happen to be on the river, 'nd there ain't no landing down below here where the packet could tie up; the island is in the way for a considerable piece, and above that the channel is on the other side. If I had a small stern-wheeler of my own 'nd could take th' time to work it in between the West bank 'nd th' island, I might make out somethin'. As it is, I can't do nuthin'."

"Too bad," said Farries, reflectively, "Bean ought to be made to keep to his own territory. I'll tell you what to do; there's a small steamer lying idle at Winona, now, which belongs to a friend of mine, and I'll wager you can hire it for a song. Let's go up together this afternoon and see about it."

They did; the sale was made; Zach regained his customers, filled the contract by private packet, and drove the grasping Bean back to his own bailiwick. All of which shows that planning is better than repining. Since this eventful period, Zach's smile, like that of the oat-fed Quaker, is one which won't come off.

## New Elevator and Brick Bins at Louisville, Ky.

The first cost of a large wood grain elevator has attained such a large figure and the insurance rates on wooden grain store houses and their contents have been raised so high, that very few wood grain storehouses have been erected this season or are now under contemplation. Nearly every storage plant being erected is of fire-proof construction. Not many small country elevators have been constructed of fire-proof material, but the time is not far distant when they too will be made fire-proof.

Illustrated herewith is over 200,000 bushels of fire-proof storage recently erected for the Washburn-Crosby Flour Mills Co., at Louisville, Ky., by James Stewart & Co., of Chicago.

Each of the four circular brick tanks has storage capacity for 53,000 bus., and at either end is a working elevator constructed of wood. The elevator at the left is new, having been erected at the same time as the tanks and arranged to receive grain from wagons, as well as cars, a driveway having been provided. One track passes thru the house and another thru a track shed in the far side of the house.

Grain is received in this working house, cleaned and stored in the brick tanks or delivered direct to the mill, or to the old working eltr. by a 30-in. belt conveyor above and below the tanks.

The new elevator has but two legs and is well equipped with grain cleaning machinery all of which is driven by electricity supplied from the mill.

Professor E. M. Freeman, a scientist of world wide reputation, has been employed by the U. S. Dept. of Agri. to make a special study of the rusts of the cereal crops. Professor Freeman will sever his connection with the University of Minnesota and remove to Washington



New Brick Grain Storage Plant of Washburn-Crosby Co., at Louisville, Ky.

### A New Cyclone.

Air uncontrollable in the form of the western cyclone has gathered up many grain elevators and distributed their parts and contents promiscuously about the country. Air controlled by the Cyclone Dust Collectors has been given much the same motion and separated from dust and dirt to the advantage and profit of the elevator owner.

As was cited on page 298 of the Grain Dealers Journal for Sept. 10 elevator owners have experienced much trouble from back pressure of dust collectors and the working of cleaners, scourers and separators has been greatly interfered with, in fact it has greatly reduced their cleaning capacity and in some instances prevented effective work being done even with three times the power usually required.

In the construction of the New Cyclone 1905 The Knickerbocker Co. claim to have overcome all back pressure. Now users get the entire benefit of the fan on the suction. This permits fan to be operated successfully at lower speed, reduces friction and saves power. It was necessary to overcome the back pressure of the old Cyclone by increasing the speed of the fan above normal and this caused more friction and required 50 per cent more power than is now needed.

While the new Cyclone will handle double the amount of air and collect double the amount of material the old style handled, the 100 per cent gain in capacity is not made at the expense of its efficiency. The New Cyclone works closer on material heavier than air. The New Cyclone is similar to the old in external

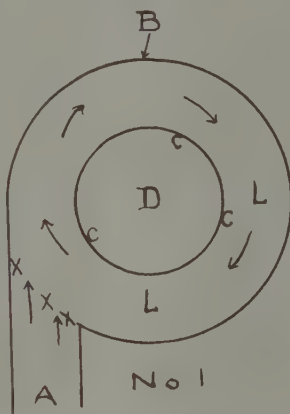
axis of the casing and the air outlet. The inner deflector completely divides the dust-laden air from the action of the air outlet.

Adjusting plates with eccentric openings are also shown, and by their use the position and also size of the air outlet can be varied by the operator in order to meet the requirements of special conditions. There is no tubular guard, it being entirely done away with.

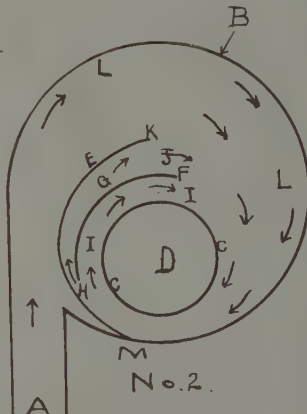
The hood which caused full 5 per cent back pressure has been abandoned and a square elbow which does not back up on the dust collector is supplied when desired.

In No. 1 is shown an outline of the

verts the whirling air into the area of the air outlet opening directly into the whirl. The dust laden air passing back of the inner deflector F at H, encounters the expansion chamber G which is larger at the discharge J than it is at the point of entrance H and accordingly permits the dust laden air to expand and pass with reduced force into the main air current. The deflector E keeps the whirling air from pressing against the incoming air. The deflector F keeps the dust laden air from again mingling with the practically dustless air in the eccentric vortical whirl or coming under the action of the air escaping freely out of the unobstructed air outlet "D". As the in-



Plan of Old Cyclone.



New Cyclone.



Interior View.—Adjusting Plates.

appearance, but quite different inside. As is shown by our view of the interior the deflectors divert the incoming dust-laden air into a distinct whirl eccentric to the

old Cyclone and in No. 2 is shown the construction of the New.

A shows spout for the dust laden air to enter the collector, B represents the casing, LLL a chamber, C the tubular guard, and D the air outlet. The entering air in No. 1 construction encounters the direct force of the vortex, a whirling body formed in the chamber and confined by the casing B and the tubular guard C. This vortical whirl is stronger than the incoming air and consequently chokes off the incoming air at X and crowds it back upon the fan.

No. 2 represents The New Cyclone 1905, the dust laden air entering at A encounters the casing B which gives the air body a centrifugal action causing the dust particles to seek the periphery or the casing wall. At M, the air portion traveling next the casing B, passes under the action of the first deflector marked E which prevents the air current from going against or choking the incoming air from the fan. The inner deflector F acts on the practically dustless portion of the air inside the dust laden belt, and causes the cyclonic whirl eccentric to the axis of the casing in chamber I and di-

coming air passes through the chamber LL, it has a siphonic action until it meets chamber I and passes under the influence of the eccentric vortical whirl and into the area of the air outlet, opening directly into the whirl. The combined benefit of the siphonic action of the incoming air and the eccentric vortical whirl, opening directly into atmosphere is secured.

### Insist Upon Return of Certificates.

It has frequently been pointed out that grain shippers who sell subject to terminal weights and grades are clearly entitled to the official certificates, yet they often neglect to do this and at their own cost.

Secy. Wells of the Iowa Ass'n writes, "Recently one of our members sold corn basis Omaha inspection. The buyer in making returns stated that the corn was not inspected at Omaha but was forwarded to Chicago and offered the Chicago inspection as basis of settlement, where it graded hot, and claimed a discount. Investigations showed that the corn was inspected at Omaha and graded 3 yellow. Buyer finally made settlement accordingly."

"I mention this case to show the positive necessity of insisting upon having inspection and weight certificates returned to you on every car. There is grain continually being forwarded by commission men to local points with return weights given by the local buyer having no standing or authority, and shipper is left to understand that he is getting supervised terminal market weights."



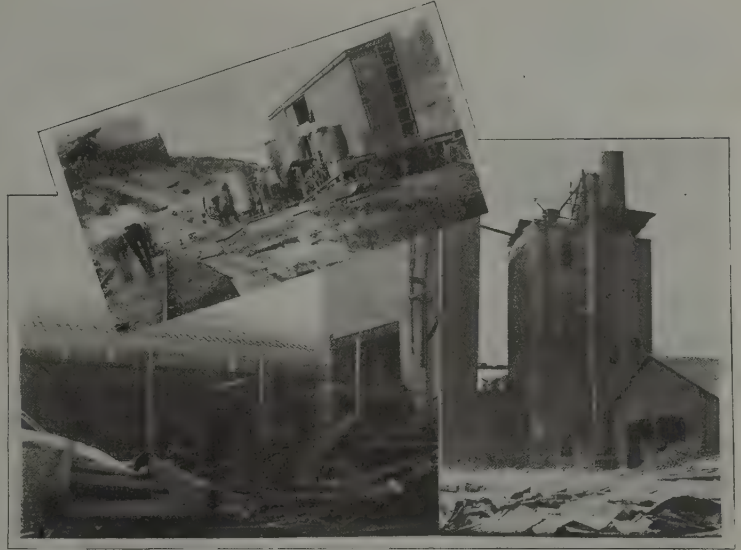


## Lessons of the Santa Fe Elevator Fire.

The burning of the Santa Fe elevator at Chicago on the morning of Sept. 9th presents several very valuable lessons to the members of the grain trade which should not be overlooked. The most important of these is the cause of the fire. The choking boot in a house which had been running night and day for some time was a direct cause of the fire, and could have been obviated by the use of the non-chokable boot or by installing steel elevator heads, leg casings and boots.

Some elevator operators have long since recognized in the choking boot the fire fiend's first assistant. It is the choking boot that stops the belt, regardless of the earnest efforts of the head pulley to revolve. The head pulley must carry this friction producing load until the belt is burned thru and generally enuf friction is produced to set fire to the wooden head, or to the lint, dust and fibre accumulated therein.

Another lesson to be derived from this fire is the great advantage of having the



Loading Salvage into Cars and Canal Boats and Elevating to Drier at Santa Fe Elevator, Chicago.



Five Portable Loaders are Loading Salvage at Santa Fe Elevator, Chicago.



Ruins of Santa Fe Elevator, Chicago.

drier and the steam plant encased in fire-proof structures near at hand. As is shown by an engraving given herewith, a leg has been constructed beside the drier and the grain is being elevated into the drier. The work of saving the salvage is being conducted with speed never before thought possible, in fact the insurance companies were so well pleased with the facilities provided by Harris, Scotten Co., who operated the eltr., that they have left the matter of saving the grain entirely in their hands. Hereafter the insurance companies no doubt will look with favor upon the grain elevator which has a steel drier encased in a fire-proof structure adjacent to the elevator.

Portable loaders with gasoline engines attached are being erected at different points about the smouldering grain to load it direct into cars and canal boats, whence it is taken to the Iowa and other elevators for drying.

A lesson which is again emphasized by this fire is that the best fire department in the world can not make much headway against an elevator fire unless it has a bountiful supply of water near at hand and accessible. As the fire tugs in the river and slip beside the elevator were able to get all the water they needed, they saved the part of the elevator adjoining the steam plant and the drier. The fire engines, which outnumbered the fire tugs 20 to 1, could not get water in sufficient quantity or soon enuf to make much headway against the fire. Large hydrants are absolutely necessary at adjacent points to every wooden grain elevator, otherwise nearly every incipient blaze is sure to result in its complete destruction.

The loss by this fire is the largest which has occurred for several years past, but the lessons it points out to the trade are so clear and so emphatic that if the members of the trade will but profit thereby, the trade as a whole will be the gainer.

Senator Burton's trial on the charge of having accepted a bribe from the Rialto Grain & Securities Co., a bucket-shop, has been set for Oct. 3 at St. Louis.

## Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

### KEEP FILE OF CORRESPONDENCE.

*Grain Dealers Journal:* In making up claims for our members, I find that many independent dealers are not in the habit of keeping a file of their correspondence and making copies of their own letters. It is very important in making claims to have the correspondence as well as all other original papers. I wish to urge the use of the letter file and copying press.—Geo. A. Wells, Secy., Des Moines, Ia.

### AGAINST LINE ELEVATORS.

*Grain Dealers Journal:* The growing criticism against the policies of what are known as "Line Elevators" leads the Board of Railroad Commissioners of this state to be inclined to modify their former rulings to some extent. Where it is shown that the "Line Elevators" are in possession of the stations along lines of different railways within the state, additional grounds should be granted to responsible parties who may desire to engage in grain, coal or lumber business in order that competition may not be stifled and that there may be no restraint of trade.—Very truly yours, Dwight N. Lewis, Commissioner, Des Moines, Iowa.

### FIRES FROM ELEVATOR LEGS.

*Grain Dealers Journal:* It requires close examination and reasoning, and thoro investigation of cause and effect to understand clearly the origin of fires breaking out in an elevator leg. It may be doubtful if even all the insurance inspectors appreciate to the fullest extent the consequence of a choked boot. Everybody admits, and volumes have been written, to show that more fires occur about an elevator leg than all other places within the four walls of an elevator; and my opinion is that all, probably without an exception, originate from the choking of the boot.

The difficulty of ascertaining the exact cause is increased by the fact that the fire breaks out anywhere from the top to the bottom of the leg wherever it first ignites the wood. The belt stops because it is clogged at the bottom of the leg. The fire originates perhaps 150 feet above it where the pulley is still in motion, causing friction between it and the belt loaded with grain and possessing in that condition the weight of tons. Bushels of string, lint and other dry particles are sometimes found inside of the head pulley (which is from three to ten feet in diameter) wound around its arms and lodged there. When they ignite they may set fire to the top of the leg and the fire breaks out there, or they may drop down, catch on any of the cups and ignite the leg any where between the top and the bottom. Or they may fall all the way to the bottom and the fire break out in the boot.

If the choke is relieved and the cups are again started, the fire may not break out, as the moving cups and grain may prevent ignition. But if any of the particles remain ignited after the belt stops, there is very likely to be trouble. Any one who studies the problem can see what a dangerous thing it is to stop a belt loaded down with grain, and have the head pulley force itself around against that enormous pressure.

The assumed danger from heated boxes in the boot is almost an absurdity. When the cups are loaded with grain the strain upon the belt loosens it from the boot pulley which thereafter only acts as an idler and guide to the belt. There is some danger perhaps from heated boxes on the head shaft as they bear all the strain, but if it occurs, it is not a sudden affair, and is something that can be remedied. The same I think may be said in regard to the head pulley rubbing upon the strut-board. It comes down upon the board so gradually that it would be impossible to heat the surface of the pulley, and as it would wear its seat in the board very slowly, I doubt if a fire ever occurred from that source. But with a choked boot the fire is started in an out of the way place, unseen and unknown, until it breaks out; and there is no remedy for it excepting to prevent the choke which if done is complete and absolute.—Yours truly, Thos. F. Hall.

### INJUSTICE OF SLACK INSPECTION.

*Grain Dealers Journal:* The slackness of inspection rules is working an injustice against dealers who sell on contracts for No. 3 or better.

The Ohio Grain Dealers Ass'n took a wide stride in the right direction when it adopted the resolution condemning the "jug handle method," adopting in its place a rule that works to advantage of both buyer and seller.

The Oklahoma Ass'n ought not to miss another meeting without adopting a similar resolution.—J. E. Farrington, Anadarko, Okla.

### WEIGHING CONTROVERSIES AT KANSAS CITY.

*Grain Dealers Journal:*—I shall endeavor to give you an outline of the controversy between the State of Missouri and Kansas and the Kansas City Board of Trade.

The Missouri end of it is as follows: The Railroad and Warehouse Commissioners are endeavoring to enforce a law which was enacted in 1899 and never been in force. They base their authority on the opinion rendered recently by Attorney General Wadley.

Back before the organization of a Weighing Dept. by the Board of Trade the Missouri Inspection Department had weighmasters in some of the elevators in Kansas City, but their work was so unsatisfactory and unreliable that the Kansas grain dealers finally sent men to supervise the weighing of grain and their work was all right as far as they went, but they were not able to cover the field and had no authority to uphold them. Previous to this time the Missouri Inspection Dept. withdrew its men and the weighing of grain was in a demoralized condition.

The Board of Trade had to take some measures to rectify the wrongs that had been and were being done, therefore they

appointed a committee to look up various markets as to their mode of doing business and it recommended the establishment of a Weighing Department. On November 4th, 1901, the Board started the Weighing Department. The State of Missouri made no attempt to cover these elevators until the first of September this year. At present the Board has the weighing of grain in a good, sound, healthy condition and its weights are recognized as being equal to any in the country. Now the State steps in and wants to put its men in all the houses and wishes the Board of Trade to withdraw so it may be able to collect a weighing fee and thereby establish a political machine.

A large majority of the men it has weighing are incompetent and not fit to be around an elevator. Last winter the legislature passed a bill known as Senate Bill No. 296 to amend Sections 7630, 7638 and 7661 of Article 3, Chapter 117 of the Revised Statutes of Missouri of 1899 so they could recover all these industries, but at the eleventh hour Governor Folk vetoed this bill. Then the Railroad and Warehouse Commissioners got the Attorney General to give his opinion which was published in the daily papers May 4th, holding that the law did not apply to grain inspected and weighed in and out of public elevators. The Attorney General now turns around and reverses his opinion, and under these conditions, as I stated, they are trying to make a lot of political jobs. If the law is good, which it is not, they would have enforced it in the first place, but they made no attempt. The Railroad Commission waited until the Board had everything properly established and now wish to step in.

As it is the Weighing Department is a credit to the grain trade. It gives honest and faithful service and treats all alike, but the Railroad and Warehouse Commissioners say they want the job. In the meantime counsel advises against paying the state weighing fee as the law is not a good law. I presume the case will be heard in the October or November sitting and the Supreme Court have a final hearing as far as the State of Missouri is concerned.

In the meantime the Board of Trade Weighing Dept. is going ahead the same as before, testing scales, keeping same in repair and looking after the loading and unloading of cars. It sees that repairs are kept up on all elevator equipment that has anything to do with the weighing of grain. If it steps out and allows the State to take hold it would be a very little while until conditions would be as bad as ever and they would ruin our market. As it is the Board of Trade is going to fight the case to the finish. This is about all as far as Missouri is concerned.

On the Kansas proposition there are Kansas City firms who have some country stations. They buy grain from the farmer and it is weighed at point of origin. The grain is shipped in here and goes to their own elevator. The state of Kansas compels this line house to have all this grain weighed by them and charges them a fee of 50c, also a fee of 50c out, which is unnecessary so far as the owners of the grain is concerned, but it is only an additional cost in the product as 99 per cent of this grain is inter-state commerce, which also applies to Missouri. The Attorney of the Board of Trade took the case to the United States District Court



before Judge Pollock, testing their rights in the inter-state commerce act and up to the present time the Board has the best of it. It is now applying for a permanent injunction restraining them from weighing this grain. The Board takes the stand that if the country shipper desires this grain weighed by the State of Kansas and will pay the fee it is perfectly willing they should weigh same. If not the Board of Trade members and elevator operators object to the levying of this extra fee.

Very truly, Frank Mason.

## TRACK SALES VERSUS CONSIGNMENTS.

*Grain Dealers Journal:* In an article on the above subject published recently, the writer's presentation of the case seems to strongly favor track sales. But we are constrained to take issue with some of the arguments advanced.

While it is true that track bidding is usually on a basis of "No. 3 or better grain," it is equally true that track bidders will not bid basis that inspection unless they are satisfied that the grain in the section bid is of good quality; and though they bid for 3 or better, they fully expect to receive a goodly proportion that will grade No. 2. As a matter of fact, the greater proportion of grain shipped from country points in the expectation that it will grade 3 or better is No. 2 in quality, and if consigned to a commission merchant the shipper would derive the benefit thereof. The universal custom among track bidders of bidding for No. 3 or better grain has about convinced the shipper that his country does not raise any higher quality, until, perchance, he may be induced to consign some on the market. Hence, it is no material concession in the interest of the shipper that the track bidder is willing to buy his grain as No. 3 or better.

True it is that if a shipper sells a contract grade (No. 2) of grain for future delivery in any of the central markets he can not deliver No. 3 on contract at the contract price; but he can practically deliver it on the contract at a small discount by having his commission merchant sell the misgrading shipments in the cash market and buy in the same market an equal quantity of contract grain to make up the shortage. It is not to be supposed that the shipper will have his commission merchant deliver misgrading grain on a contract for No. 2 at the established penalty when he can get a better bargain otherwise.

Except in isolated instances, there is only a very slight difference in the values of Nos. 2 and 3 wheat, corn and oats in the central markets, as is evidenced by the telegraphic report of the Chicago market for cash grain on August 31st, 1905, in which are the following quotations: No. 2 red wheat 80½¢; No. 3 red wheat 78¢ to 80¢; No. 2 corn 54¢; No. 3 corn 53½¢ to 54¢; No. 2 oats 25¢; No. 3 oats 24½¢. Now, if a shipper shipped wheat be expected to grade No. 2 it must be a very high No. 3 even if not up to the No. 2 standard; and his commission merchant would most likely sell it at about the highest quotation on No. 3 red. The difference in values of Nos. 2 and 3 corn and oats is so insignificant at all the central markets, the shipper need not lose sleep over the grading of those grains.

The matter of possible manipulation of the speculative markets need have no ter-

rors for the interior shipper wishing to hedge against any grain he may have running to market on consignment, for it is almost invariably the would-be-manipulator instead of the hedger, that walks up to the captain's desk to settle. The would-be-manipulator may for a time put the price above the legitimate value of the commodity, and so make a nice fat figure for the shipper to hedge at, but the much dreaded and advertised corner generally collapses. How many successful grain corners have there been in the past ten years? Taking all the primary markets of the United States into consideration, and counting the manipulation in wheat, corn and oats—not ten, and probably not five. So how could it be that country shippers have been hurt to any considerable extent in their hedging operations?

A practical illustration of hedging by the interior shipper is found in results that were attainable in the St. Louis wheat market on the red winter wheat crop this season, as for instance: On the 1st day of July track bids for No. 2 red wheat were basis 87½¢ to 90¢ St. Louis delivery, the inside figure for 20 days' shipment, and the high figure for immediate shipment, at which time the St. Louis cash market was 92½¢ to 94¢, and September ranged between 85½¢ and 87½¢. Say the interior shipper, instead of selling at even the outside bid of 90¢ St. Louis delivery, had consigned wheat on that day and sold September wheat in St. Louis as a hedge? His wheat would have arrived and sold in the St. Louis market of about July 5th at a price between 94¢ and 95½¢, and he would have bought in his September sale at between 84½¢ and 87½¢, at least coming out even on his hedging, and would have netted about 5¢ per bushel more than the track bidder was willing to pay him for his wheat.

There were a number of other opportunities for the shipper to realize 3¢ to 4¢ per bushel better by consigning and hedging than by selling on track bids through the month of July. Or, if the shipper on August 1st, 1905, had contracted wheat of the farmers for twenty days delivery at the country station, when cash No. 2 red was selling in St. Louis at 85¢ to 86½¢, and the September option at a range of 87¢ to 82½¢, and had hedged by selling September; suppose that within the twenty days the wheat were all delivered at the country elevator, gradually loaded and shipped, and arrived and sold in St. Louis about August 21st to 25th, when cash No. 2 red was selling at 84½¢ to 85½¢ to 86¢, and the September option at 77¢ to 77½¢ and 77½¢ to 78½¢, he would have got within ½¢ per bushel of the price ruling on day he contracted of the farmers, and he would have made a profit of about 4¢ per bushel on his hedging sale of September.

There are several classes of track bidders. There is the buyer who owns or controls an elevator at some terminal market, who in times past has received terminal concessions from the railroads, or a cut in the freight rates, or possibly both, that enabled him to put out very attractive bids. There is the buyer on export or domestic shipping account, who bills his purchases direct to the ocean port or to domestic point of consumption or distribution, and who, too, has enjoyed material favors at the hands of the railroads that enabled him to pay more for grain than he could do otherwise. Then there is the commission merchant at the primary market who finds the specially

favorable track bidders wrestling his hard-earned business from him, and he is tempted into putting out bids too in order that he may hold some of his old trade; but this last described track bidder finds it an unequal fight.

Take away from every one all special freight rates and allowances for elevator charge, thus placing all on an equal footing, and the grain business from the interior will naturally seek the primary markets on consignment, as it did in years gone by. The interests of the farmer, the interior grain dealer, the railroads, and of all, except a handful of firms who have hitherto been enabled to monopolize the grain trade of the United States through rate favors, demand that the grain business be handled through the primary markets. At the primary market, a market value is established for grain. The track bidder does not help to establish this market value; he merely uses it as a basis for his bids to the country. He does not come into the primary market and buy, and by his purchasing create a competition that would naturally establish a higher range of values for cash grain. The interior shipper may think he is doing well to secure from the track bidder ½¢ per bushel more, perhaps, than his grain would show to net if consigned on the market, but does he ever consider that if every shipper would consign his grain to primary markets and so compel the exporter, the domestic shipper and the miller to go there for supplies a competition would be forced that would put prices on a higher level, and make a healthier market generally?

The writer of this article has been connected with the grain trade for some thirty-five years, as an interior shipper and in the commission business at St. Louis, Chicago, Milwaukee and Peoria, and it has been his experience and observation that the interior shipper who consigns his grain to primary markets the year round, hedging or no hedging, makes more money than he who follows up the practice of selling on track bids.

Independent of hedging against his consignments by selling options, the country dealer frequently ships on a steady market, and his shipments will arrive on an advancing market as often as they will strike a decline. Then, again, the true commission merchant will work hard for the interests of his shipper, and that in many ways. The shipper bears the relation of client to his commission merchant, but when that shipper minimizes competition of buyers in the primary markets by supplying the export, domestic shipping and milling demands of the country by selling to track bidders, he contributes to minimizing grain values in primary markets, and so limits the usefulness of his commission merchant.

In what sort of a dilemma would the interior shipper be if there were no primary markets to establish values and make possible the publication of market reports and price-currents, and the dissemination of market prices and news? Deprived of market reports and news of the primary markets mailed and telegraphed daily by the commission merchants, the interior grain dealer would be groping in the dark, not knowing whether the track bidder were paying full value for his grain. As a matter of reciprocal principle, should not the commission merchants who founded and maintain the primary markets be entrusted with the handling of the grain business of the country?—F. S. Rutherford, St. Louis, Mo.

## SHIPPING GRAIN FOR FARMER.

*Grain Dealers Journal:* Many farmers whose friendship it is worth while for the grain dealer to cultivate and retain are possessed of an idea that the dealer is not paying the full market for their grain, which they are apt to consider is better than the crop of some neighbor, who is getting the same price.

Such farmers covet the opportunity to have their grain valued and sold in the great terminal market, feeling that they would obtain a better price, not knowing the chances for loss thru grain missing grade, shrinkage from drying, shortage, leakage, and failure to obtain cars. For the pleasure of getting all they think their grain is worth the farmer will gladly pay the grain dealer at his station a small fee for the use of his elevator machinery and trade connections in effecting the sale.

As the dealer does not share in the profit of the shipment he should not be required to bear any part of the loss that may result, and should be protected by a written contract placing all responsibility on the farmer. Herewith is given a contract to cover a sale for a farmer on a track bid. As bids vary in their terms and conditions the wording of the first paragraph will need to correspond with bid accepted, and should be copied into the contract. I believe this contract can be made to cover all losses by reason of cars not being loaded to the minimum, application on contract at a discount, heating or getting out of condition in transit, without these several contingencies, which are only too familiar to the regular grain shipper, being specifically named in the contract.

Graintown, Ill. .... 1905.

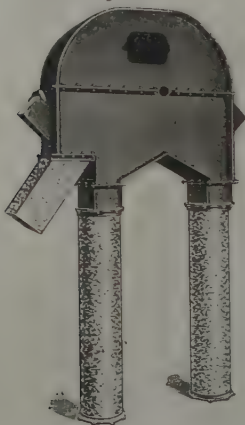
John Doe:—  
Sell for my account ..... bus. of  
..... to grade No. 3 or better, on track  
at ..... Station, at ..... cents per  
bu  
(Insert conditions of track bid)

I agree to deliver said grain to your elevator to be loaded into cars for shipment in ..... days. I agree to make good any loss under this contract by reason of grain failing to grade No. 3, by shortage or shrinkage or failure to obtain cars.

In consideration of receiving, weighing and loading, and as commission, I agree to pay you 1 cent per bu.

(Signed) Richard Roe.

After making a few shipments under this contract and perhaps suffering loss the farmer will probably prefer to sell his grain outright to the grain dealer, and in any event, will be impressed with his evident fairness.—J. P.



## The Music of the Wheat.

There's music in the air,  
When the wheat comes in;  
You can hear it everywhere,  
When the wheat comes in;  
All are smiling that you meet,  
In the store and on the street,  
For the harvest is complete  
Wheat the wheat comes in.

The agent will be there,  
When the wheat comes in;  
He will rustle for his share,  
As the wheat comes in.  
And every mother's son,  
For the farmer's on the run,  
When the threshing has begun,  
And the wheat comes in.

And the railways, how they strive,  
When the wheat comes in;  
Men and engines all alive,  
When the wheat comes in;  
They are working night and day,  
All to take the grain away,  
For they know they'll get good pay  
When the wheat comes in.  
—Manitoba Free Press.

The soil in the older sections of western Canada is beginning to show plainly a decline in strength and fertility. How can we reasonably expect much wheat from Manitoba to grade high? The newer lands of Manitoba and Saskatchewan may produce 1 hard wheat if pure Red Fife seed is sown, but cannot if inferior mixed seed is planted. Pure Red Fife wheat was a scarce article in the fields, several different wheats, varying in color and hardness, being present. When such are threshed, no matter how carefully saved by the farmer, a 1 hard sample cannot be got out of it.—Winnipeg Farmers Advocate.



## Wooden Leg Hazard.

The destruction of the Santa Fe Elevator in Chicago recently as the result of a choking boot has attracted more than usual interest to the hazardous features of wooden boots, heads and leg casings. It seems very likely that some of the insurance companies will hereafter charge extra for the use of any but fire-proof boots, heads and leg casings.

As has frequently been pointed out in our columns, a choke in a boot when the elevator belt is loaded with grain will result in the belt being burned in two very quickly by the friction of the head pulley. By the use of steel casings, heads and boots the fire which starts as the result of a choking boot is likely to be confined to these parts, hence the principal damage that would result from a choke where these parts are of steel would be in the burning of the belt and a temporary suspension of business.

It is not likely that enuf combustible material would ever accumulate in a steel head or leg casing to create a fire hot enuf to communicate to any wood which might be on the outside. These parts are made in steel by a number of first-class firms and of many different designs, as is shown by the illustrations given herewith. The steel heads are made with cant board slanting to both up and down legs; in some cases it slants to the up and in others to the down leg. Where both the up and down cups are encased by the same steel casing no cant board is needed.



Late Designs of Steel Elevator Leg Casings, Boots and Heads.

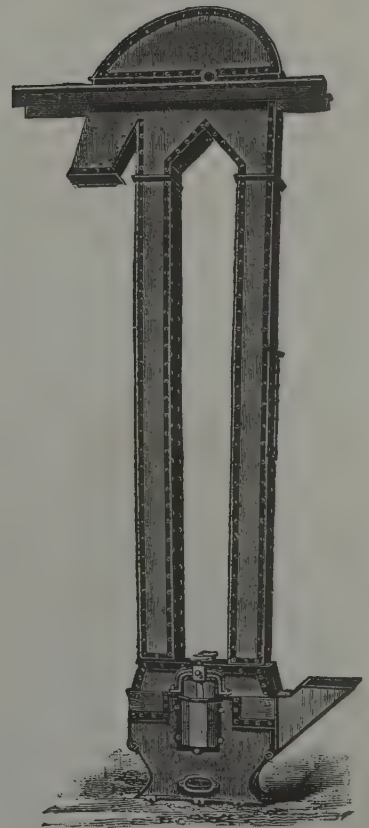
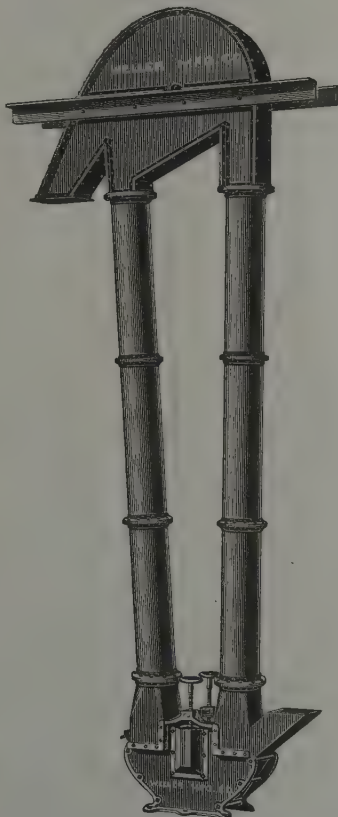
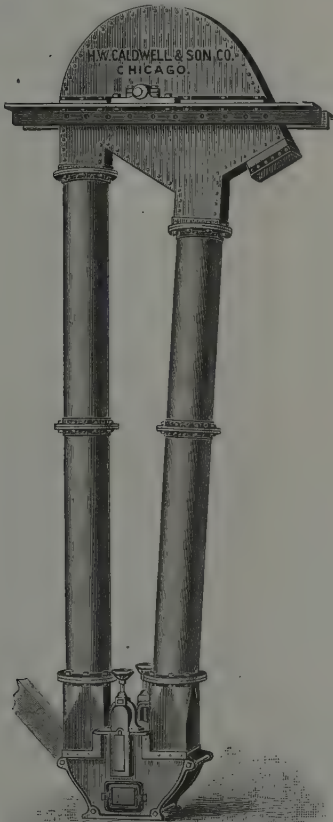


The leg casings are made both round and square, and the square casings are made with 2 or 4 angle iron corners or with flanged corners. These casings are made dust proof and their advantages will readily be appreciated by every elevator man.

The use of steel in the boots, leg casings, head and spouts would not only prevent fires damaging any part of the heads outside of the leg, but would also deprive the modern wood grain elevator of its long-established reputation as a quick burning risk. With the wooden legs, a fire which starts in the head or boot is quickly communicated to the other and in fact to all other parts of the house. It is estimated by some builders that the fire hazard of the wooden elevator would be reduced one-half by the exclusive use of steel legs and spouts.

The subject is surely worthy the careful consideration of every elevator builder and every grain man who intends to build a new or overhaul an old elevator. The first cost of steel is now so little in excess of wood that the saving on insurance would more than off-set this extra expenditure in a short time.

It is well known there has been grown a very large crop of oats, but in the next largest oats growing country in the world, Russia, the crop is about 300,000,000 bu short, which will mean an immense export demand for our surplus, perhaps the largest on record, and I feel confident May oats will sell at 35c or higher some time during the winter.—Edw. G. Heeman.



Late Designs of Steel Elevator Leg Casings, Boots and Heads.

# Grain Trade News

## ARKANSAS.

Fort Smith, Ark.—The Western Grain Co. will purchase an oat clipper, a 3-pair high roller mill, and a cheap mill with a capacity of about 1,000 bags chops a day.

Little Rock, Ark.—A. L. Deibel and R. F. Deibel have opened an office here and will do a general brokerage and commission business, under the firm name of Deibel Bros. They are members of the St. Louis Merchants Exchange.

## CANADA.

Ninga, Man.—L. Jones is remodeling his flat house into an eltr.

Edmonton, Alta.—The Alberta Grain Co., of Strathcona, is building an eltr.

Winnipeg, Man.—Geo. Bingham, grain broker, is suffering from typhoid fever.

Calgary, Alta.—Geo. Hill of Fort William has been appointed grain inspector.

Leduc, Alta.—Work has been commenced on the 40,000-bu. eltr. for the Alberta Pacific Eltr. Co.

Winnipeg, Man.—Shares in the Grain Exchange Clearing House Ass't have recently jumped to \$750 for five.

Indian Head, Assa.—D. A. McClure will have charge of the eltr. for the Western Canada Flour Mills Co.

Winnipeg, Man.—The Canadian Malt-ing Co. will build an eltr. and malting house, the plant to cost about \$75,000.

Camrose, Alta.—The Rushton Lumber & Grain Co. is building an eltr. and expects to be ready to handle this year's crop.

Estevan, Assa.—The Estevan Lumber Co. is building a 30,000-bu. eltr. It will be completed in time to handle the new crop.

Calgary, Alta.—C. T. Moore, formerly mgr. for the Cerro Gordo Grain Co. at Cerro Gordo, Ill., has accepted a position with the Alberta Pacific Eltr. Co.

Starbuck, Man.—The Western Canada Flour Mills Co. will operate the eltrs. at Starbuck, Elm Creek and Sperling formerly operated by the T. L. Metcalfe Co.

Calgary, Alta.—The Western Milling Co. is building a 500-barrel mill and 70,000-bu. eltr. and expects to have the plant ready for business by Dec. W. Carson is mgr.

Winnipeg, Man.—R. Muir & Co., recently received an order for 15 bus. of Turkey red winter seed wheat from the Larrabee Mills of Stafford, Kan. This shipment is from seed originally sent from Kansas to Alberta.

Winnipeg, Man.—Wheat receipts are running far ahead of those at the beginning of the movement last year. Up to Sept. 20 the Canadian Pacific had shipped 1,981,000 bus., against 173,000 bus. for the same period of 1904.

Fort William, Ont.—The office of the inspector of inward grain, James O'Hagan, has been removed to West Fort William, where the C. P. R. has completed a new yard for the making up of trains after inspection.

Montreal, Que.—The Harbor Commissioners have let the contract to the J. S. Metcalf Co. for the preparation of plans for a system of conveyors for a large new grain eltr. The J. S. Metcalf Co. will supervise the construction.

Red Deer, Alta.—The Red Deer Flour Milling & Eltr. Co. has been organized to operate a flour mill and eltr., which will be built at a cost of \$45,000. A site has already been purchased and work will be commenced at once. The eltr. will have capacity for 40,000 bus.

Toronto, Ont.—The warehouse of the Alexander Brown Milling & Eltr. Co. burned Sept. 19 with 50,000 bus. of wheat and 10,000 barrels of flour. The cause of the fire is not known as the whole building was ablaze. Loss, \$60,000 on building, \$60,000 on grain and \$40,000 on flour.

The Dominion Railway Commission has again changed the station groupings in Ontario for the percentages of the Chicago-New York rate on grain. The Commission has refused the request of the American Cereal Co. for a milling in transit rate at Peterboro, Ont., on oats from Fort William to the seaboard.

Winnipeg, Man.—D. D. Campbell of Manitou has been appointed grain shippers agent by the Dominion government with offices at 422 Grain Exchange. In a general way Mr. Campbell will oversee the handling of cars at the terminal market on being advised by the shipper of number of car, date of shipment, etc.

Winnipeg, Man.—Frank O. Fowler, secy. of the Northwest Grain Dealers Ass'n, was presented Sept. 16 with a set of solid silver toilet articles by the majority of those who took the recent special inspection trip thru the wheat belt of the northwest. A. R. Hargraff presided over the meeting, which was held in the board room of the Grain Exchange, and the presentation speech was made by W. B. Lannigan, general freight agt. of the C. P. Ry.

Winnipeg, Man.—The matter of insurance on grain stored in the eltrs. at Lake Superior has been settled to the satisfaction of the grain men, by King's Eltr. and Annex being included with the other houses at Fort William and Port Arthur under the provision that the storage will include insurance against loss by fire. King's Eltr. is a poor risk, and grain men have had to pay a high rate to cover the possibility of the grain being loaded into that house when in fact their cars were unloaded into the other eltrs. having a low rate. Hitherto the shipper either had to pay the high rate or ascertain that his grain was in the other eltrs.

Winnipeg, Man.—The Grain Exchange on Sept. 8 amended the rules as follows: Section 8.—The council shall have power and authority to fix the contract grades of grain that shall govern all trades made on the floor of the exchange during the established hours of trading. The council when fixing the contract grades of grain may allow on the delivery of contracts any grade having a value carrying a premium or discount over or under the value of the contract grade and

may also fix the amount of the premium or discounts to be allowed thereon. The council may from time to time cancel or alter, (either or both) the grades so deliverable or the premiums or discounts so fixed, on giving thirty days' notice, by posting on the bulletin board of the exchange, notice of its intention to do so; but all contracts made previously to such cancellation shall be governed by the grades premiums or discounts in force at the time of making such contract.

Rule 12.—In a contract for future delivery the grades premiums on discounts fixed by the council under Section 8 of by-law 9 in force at the time of making such contract, shall govern.

## WINNIPEG LETTER.

Medicine Hat, N. W. T.—The Medicine Hat Milling Co. has decided to enlarge its eltr.

Rosebank, Man.—The Farmers' eltr. has been fitted with new machinery and its capacity increased.

Ft. Saskatchewan, Sask.—The Brackman-Ker Milling Co. has let the contract for the erection of a 40,000 bu. eltr.

There are good openings for eltrs. and grain warehouses at the following places: Hitcock and Fielding, Sask., and Wakpana and Dufresne, Man.

Wetaskiwin, Alta.—A twine famine struck this district and for over a week cutting was stopped for want of twine. It required 45,000 pounds more than the quantity estimated for the crop.

Portage la Prairie, Man.—Two remarkable wheat yields are reported here. James McCann threshed 255 measured bus. from five acres and Mark Ryan secured 451 bus. from ten acres.

Following the practice of last year, the Canadian Pacific R. R. will appoint traveling grain agts. These agts. will see that the grain act is fully carried out and that cars are equally distributed.

Winnipeg, Man.—Henderson's Gaze-teer, which has just been published, estimates the eltr. capacity of the Canadian Northwest at 46,019,630 bus., divided as follows: C. P. R. 23,567,230; C. N. R. 4,800,400 and Terminals at 18,462,000.

Rosburn, Man.—Work on the two new eltrs. is progressing very rapidly and it is expected they will be completed in time for this year's crop. By being able to ship from here the farmers are saved a long haul to Solsgirth, Kellogg, or Shoal Lake.

The grades of wheat are going to be easier this year on account of the wheat being practically free from smut, rust and the hundred and one other things which tend to lower the sample. Last year it was next to impossible to obtain No. 2 Northern in some districts on account of the rust and the soft wheat. This year there has been no rust and the kernels are as dry as chalk. Grain men expect that a very large proportion of the wheat will grade No. 1 hard and the oats one white. —S. F. R.

## CHICAGO.

Steve Dalton, formerly with Eschenberg & Dalton, Chicago, is now traveling for P. B. Mann & Co.

Is it a violation of the Board's commission rule to give an ox barbecue to shippers and their patrons?

Application has been made by the J. Rosenbaum Grain Co. to have Rock Is-



land Eltr. A declared regular. The directors of the Board of Trade postponed action.

H. D. Roos has accepted a position with H. M. Smith & Co. and will look after their business in the wheat pit.

Emil W. Wagner is back again on the floor of the Board of Trade after a severe illness from appendicitis and pneumonia.

If the commission rate is advanced the big private wire houses state that many members will be thrown out of employment.

Michael J. Considine, a member of the Board of Trade since 1875, and for many years a dealer in grain and hay, died Sept. 11.

The Calumet & Western Eltr. Co. has been winding up its affairs to make a settlement with creditors. It is said 25 per cent will be paid.

Oct. 2 has been set by Judge Bethea as the date for the hearing of a motion to dismiss the bankruptcy proceedings against Knight, Donnelly & Co.

E. T. Cushing, of New York, has become a member of the Board of Trade. For many years Mr. Cushing was the largest handler of oats in that city.

H. L. Miller, who has a large acquaintance and wide experience in the grain business, has accepted the position of traveling solicitor for Requa Bros.

The Hedfeldt Co. incorporated, \$10,000 capital stock, to deal in grain, seeds and coffee. Incorporators, Axel T. Hedfeldt, Axel G. Johnson and Axel R. Newberg.

Walter Comstock has sold his membership in the Board of Trade and is spending most of his time on his farm in Indiana. He retired from business May 1.

Type samples to govern the grading for the ensuing year have been made up by the grain committee of the Board of Trade and the Illinois State Grain Inspection Dept.

A petition is being circulated asking the directors to rule against the employment of non-members on the telephones and in the soliciting of business on the floor of the Board of Trade.

Thomas Davies & Co., a bucket-shop, was raided by Detective Clifton R. Wooldridge Sept. 22. It is said that Davies is practically bankrupt, and that Sid McHie of Hammond, Ind., is a creditor to the amount of \$61,000.

Col. C. H. Davis, who for a time was editor of the *Hay & Grain Reporter* at Chicago, has recently accepted a position as Southwestern representative of the *Fruit & Produce News*. He will make his headquarters at Dallas, Tex.

The Harris-Scotten Co. will operate the Iowa Eltr. in place of the Santa Fe Eltr. which burned Sept. 9, and it is understood that a long lease will be taken. The house has a capacity for 1,500,000 bus. and has been idle for nearly a year.

The old Open Board of Trade building, at 275 La Salle street, has been sold for \$40,000 cash to B. L. Greenebaum, of Chicago, and J. H. Webster and S. H. Tollers, of Cleveland. The building will be remodeled and converted into an office building.

Rudolph N. Desjardins, who has been with the Harris, Scotten Co. for several years, has sold his membership in the Board of Trade and will take a rest, spending most of his time on his farm in Indiana. Mr. Desjardins has been active in the grain trade for 24 years.

Two raids on the bucket-shops of J. F. McChesney and F. J. Holzapfel were made Sept. 20 by Detective Clifton R. Wooldridge, who says, "I think I can prove that these places are common gaming houses. I understand they are part of a St. Louis concern and do their clearing thru a St. Louis house."

Traffic Manager Boyd of the Board of Trade has given notice that the Chicago & Eastern Illinois Railroad has issued instructions, effective Sept. 25, canceling re-consigning charge on all grain arriving at Chicago, whether on through or local billing, and after inspection is ordered to Eastern lines on through billing.

Louis G. Bostedo has petitioned the court to enjoin the directors of the Board of Trade, of which he is a member, from taking any action on charges that he placed orders thru a bucket-shop, the Cella Commission Co. Bostedo has been distributing circulars alleging that the Board of Trade is trying to create a monopoly of the brokerage business.

The annual meeting of the Board of Trade Mutual Benefit Ass'n was held Sept. 22. The executive committee, consisting of J. W. Fernald, Geo. W. Stone, C. L. Dougherty, Frank Marshall and J. W. Broughton, was re-elected. The ass'n has a membership of 725. The annual death rate is 11.58. The beneficiary payments since the organization of the ass'n have been \$420,000 an average of \$2,796.

Ernest E. Jones, with a bucket-shop record in the east as well as Chicago, has disappeared with \$40,000 belonging to victims. Jones failed last year, but has since been operating under the name of Williams & Young at 226 La Salle street. Jones had a system for "beating" the wheat market on the bear side, which he was able to demonstrate so conclusively that dupes readily parted with their cash.

The hearing of the J. Rosenbaum Grain Co., on the charge of having violated rule 21 of the Board, concerning regular deliveries, was before the directors in executive session, and nothing will be made public. The evidence does not in any way reflect on the honor of Mr. J. Rosenbaum. After investigation the alleged irregular delivery of grain to a public eltr., operated by the company, the state's attorney has found nothing on which to base a prosecution.

A put and call test case was decided by Judge Gary of the Superior Court Sept. 21 in favor of the legality of a contract under which the acceptance is held open for 24 hours for a consideration. Attorney Kirtan, who worked up the test case, has suggested an amendment to the rules of the Board of Trade to cover this plan, which is said not to violate the state law. The plan has real merit; but the technicalities of the law involved are so complex that members of the Board will await a decision from the higher courts before doing business in privileges.

The adjusters estimate the loss on grain in the burned Santa Fe Eltr. at 60 per cent of the insurance of \$636,000. The underwriters have arranged with the Harris, Scotten Co. to handle the damaged grain for their account. Photographs of the ruins and salvage operations are reproduced on another page of this number. The Harris, Scotten Co. has secured the Iowa Eltr., of 1,500,000 bus. capacity, as a cleaning house in place of the burned eltr. The Atchison, Topeka & Santa Fe Railroad Co., which owned the burned

eltr., has not fully decided upon plans for rebuilding, as it will be some time before the wreck will be cleared away. The power plant and the Hess Driers are intact.

## COLORADO.

Julesburg, Colo.—The eltr. to be built by C. F. Illings will have capacity for 10,000 bus. of grain. Gasoline power will be installed. T. J. Harrison is mgr. of the plant.

## ILLINOIS.

Kinsman, Ill.—The Highland Grain Co. has purchased the eltr. of Chas. C. Davis.

Cissna Park, Ill.—The Cissna Park Grain Co. has installed a 16-h. p. gasoline engine.

Edinburg, Ill.—The farmers contemplate building an eltr. to handle the new corn crop.

Mt. Zion, Ill.—J. C. Boyce has sold his lumber yard. The sale was made thru C. A. Burks.

Arcola, Ill.—David B. Parr has purchased, thru John M. Cox, the plant of Sartor & Sartor.

Norris, Ill.—Buckley, Pursley & Co., of Peoria, have torn down their eltr. and are rebuilding on the site.

Fairview, Ill.—Buckley, Pursley & Co. have installed a new set of scales, increasing their handling capacity.

Cantrall, Ill.—The Farmers Eltr. Co., which built scales at this point last spring, now contemplates building a store house.

East Lynn, Ill.—Risser & Rollins, who recently sold their eltr. and grain business, have now sold their banking business.

Farmersville, Ill.—J. M. Studebaker, mgr. for C. B. Murday & Co., has been transferred to Farmersville from Wagoner.

Pierson, Ill.—The 40,000-bu. eltr. for J. T. Samans has been nearly completed. It was designed by the Union Iron Works.

Windsor, Ill.—Moberley & Co. have installed a No. O Western Cleaner, No. 3 Marseilles Sheller and other machinery in their eltr.

Cerro Gordo, Ill.—C. T. Moore has resigned his position as mgr. for the Cerro Gordo Grain Co. and has removed to Calgary, Alta.

It was hospitality which made Peoria famous. That is the reason the next annual meeting of the Ill. Grn. Dirs. Ass'n will be held there.

Bethany, Ill.—The eltr. being built for A. R. Scott & Co. by the Burrell Engineering & Construction Co. will be completed about Oct. 15th.

Somonauk, Ill.—The Farmers Eltr. Co., recently incorporated, has taken over the eltr. of Jas. Patten, on which it secured an option some time ago.

Apple River, Ill.—Wm. McQuillen has bot out and succeeded J. H. Opie, who has been operating the eltr. alone since the death of his brother.

Saunemin, Ill.—W. A. Williamson has purchased, thru C. A. Burks, the eltr. of Felger Bros. Mr. Williamson was formerly in business at Saunemin.

Littleton, Ill.—Bader & Co., of Rushville, have purchased for \$3,000 the eltr. of W. H. Kettenring and are now doing a regular grain and seed business. A son

of H. O. Bader will have charge of the eltr.

Springfield, Ill.—The Railroad & Warehouse Commission has given notice to the railroads to file briefs Sept. 26 on the general reduction in freight rates.

Champaign, Ill.—The Cleveland Grain Co. has let the contract for 8 tile tanks of 200,000 bus. storage capacity, adjoining its eltr., to the Witherspoon-Englar Co.

Palmer, Ill.—Best Bros. are putting in 6 cribbed bins for grain and will install a new automatic scale. When completed the plant will have capacity for 60,000 bus. of grain.

Lowder, Ill.—The Farmers Eltr. Co. incorporated, \$6,000 capital stock, to deal in produce, fuel and implements. Incorporators, Geo. W. Conlee, Edw. Plowman and Lloyd Bullard.

Rock Falls, Ill.—Fred E. Davison has succeeded Davison & Sprinkel. He recently purchased the eltr. from Chas. Hanson and has made several improvements in it this summer.

Weldon, Ill.—F. S. Davis, of Rileysburg, has purchased a half interest in the eltr. of M. A. Current and the business will be continued under the firm name of Current & Davis.

Milmine, Ill.—Felger Bros., of Bement, have purchased the plant of Kaiser & Co. and have succeeded them. Mr. Felger, formerly at Saunemin, will have charge of the business at this point.

West Ridge, Ill.—The eltr. of Hetch Bros. burned Sept. 14 with 7,000 bus. of oats. Loss, \$7,000; insurance, \$3,750. Plans are being made to rebuild the eltr. in time to handle the new corn crop.

Hillview, Ill.—The eltr. of Elmore & Lemmon burned Sept. 18 with a small quantity of grain. The corn crib had been torn down for rebuilding and this material and the office were saved. Loss about \$10,000.

Newman, Ill.—Kaiser & Co., formerly at Milmine, have purchased the eltr. of Henley Eversole and took possession Sept. 15. The deal was made thru John M. Cox. Mr. Eversole has retired from the grain business.

Sheldon, Ill.—The Cleveland Grain Co. has contracted with the Witherspoon-Englar Co. for a new power house and equipment and 9 tile tanks of 250,000 bus. capacity to be erected adjacent to its cleaning eltr.

Ritchie, Ill.—The Wabash Ry. has straightened its tracks at this point and the eltr. of Bruns & Stahl will have to be removed to its new right-of-way, which is 2 miles from town. Work will be commenced at once.

Peoria, Ill.—The Independent Cereal Milling Co., which was incorporated several months ago, with Theodore Kipp as pres., has completed the installation of new machinery in the plant formerly operated by the Lake View Milling Co., and has begun the manufacture of rolled and steel cut oats, consuming 4,000 bus. of oats daily.

Urbana, Ill.—The University of Illinois Experiment Station has just issued bulletin No. 97 on the "Soil Treatment for Wheat on the Poorer Lands of the Illinois Wheat Belt," which can be read with great profit by every farmer in the southern part of the state. Experiments by the Station on 4 different farms in three counties of southern Illinois made a rec-

ord of 29 bus. on treated and 9 bus. on untreated soils.

## INDIANA.

Sweetsers, Ind.—Baum & Co. are remodeling their eltr.

Cassville, Ind.—Holliday & Ayers have succeeded Robert H. Ross.

Union Mills, Ind.—W. B. Loomis has succeeded T. McLane & Son.

Merom, Ind.—The Wilson Grain Co. is installing a steam engine in its eltr.

Trafalgar, Ind.—J. J. Moore and Pitcher & Moore are scoopers at this station.

Markle, Ind.—The Farmers Grain Co. has succeeded Studebaker, Sale & Co. F. P. Anthony is mgr. for the new company.

Spencerville, Ind.—J. R. Stafford has removed from Spencerville to Phillips P. O., to be nearer his eltr. at Medford Station.

State Line, Ind.—M. A. Current, of Weldon, Ill., has purchased the eltr. of Morrison & Finch and is now the only dealer at this point.

Lafayette, Ind.—Samuel Born, one of the oldest grain dealers in central Indiana, and for 2 years retired, died Sept. 9, of paralysis, aged 75 years.

Valparaiso, Ind.—J. W. Brummitt and A. R. Hardesty, one a farmer and the latter a life insurance agent, are attempting to do a scoop-shovel business, to the injury of the legitimate trade.

Monroe, Ind.—The Monroe Grain, Hay, Stock & Milling Co. incorporated, \$20,000 capital stock. Ground has been leased but the eltr. and mill will not be erected until next spring altho the company will build corn cribs and eltr. dumps to handle some business this fall.

Indianapolis, Ind.—The Indianapolis Board of Trade Base Ball Club played the Cincinnati Chamber of Commerce Base Ball Team Sept. 24, the Cincinnati team winning the game by a score of 7 to 4. The game was a return engagement for the one played in Cincinnati on July 15. The Cincinnati players were: Bob Caldwell, Howard Scheibly, P. M. Gale, Harold Lindsay, Frank R. Maguire, Chas. B. Hill, Ed. F. Dennis, W. P. Mappes, Wm. G. Stueve and R. J. H. Archibale, mgr. Indianapolis players were: L. S. Hill, W. V. Wheeler, Harlan Green, Raymond Daus, W. H. Roseboom, W. H. Howard, E. D. Anderson, T. M. Conner, Bert A. Boyd, mgr., and E. D. Anderson, capt.

## INDIAN TERRITORY.

Eufaula, I. T.—The Eufaula Cotton Oil Co. will build a grain eltr.

Pauls Valley, I. T.—J. H. Williams, of Corsicana, Tex., contemplates building an eltr. at this point.

Porter, I. T.—S. J. Cash, of Midland City, Ill., contemplates engaging in the grain business at this point.

Ramona, I. T.—W. E. Lee will build an eltr. The building will cost \$3,000 and is to be completed by Oct. 1.

Muskogee, I. T.—W. L. Pitts, formerly of H. B. Pitts & Son, Marshall, Tex., has engaged in the grain business with W. A. Bell at this point and is doing business under the firm name of W. L. Pitts & Co.

Haskell, I. T.—V. D. Eberwein & Co., of Ralston, Okla., will remove their small engine, which they have recently replaced

in their eltr. at Ralston, to this point with sheller and use them until an eltr. can be built and put in operation.

## IOWA.

Hamlin, Ia.—P. Nelson has succeeded Jas. H. Hood.

Hancock, Ia.—Dewing & Umphrey have succeeded C. H. Cooper & Son.

Carpenter, Ia.—Geo. McGillivray and A. J. Klinwort will build an eltr.

Avoca, Ia.—Fred Tanke has let the contract for the rebuilding of his eltr.

Vining, Ia.—F. J. Semotan has purchased the eltr. of F. A. H. Greulich.

Traer, Ia.—Thos. A. Smith, of Winnebago, Ill., has purchased the eltr. of R. R. Smith.

Algona, Ia.—The Plymouth Eltr. Co., of Sioux Falls, S. D., has bot the J. H. Jordan eltr.

Rake, Ia.—The Farmers Eltr. Co. has rented the eltr. of F. S. Livermore, of Buffalo Center.

Sibley, Ia.—Frank Boldt, of Lake Park, has succeeded L. B. Spracker as mgr. for E. A. Brown.

Read carefully statement from State Railroad Com'n in "Letters from Dealers" column, this number.

Fairfield, Ia.—Geo. D. Henry contemplates installing a transit corn sheller, with capacity for 20,000 bus. per day.

A good roads special train will start from Council Bluffs in October and run over all the Iowa lines of the Burlington.

Vinton, Ia.—The eltr. for the Bickel Grain Co. has been completed by Chas. E. Newell. It is operated by electricity.

Sergeant Bluffs, Ia.—The Trans-Mississippi Grain Co. has commenced tearing down its eltr. to make way for the new house.

Buffalo Center, Ia.—L. M. Slaba has succeeded Slaba & Dreesman, having purchased Mr. Dreesman's interest in the business.

Fenton, Ia.—The Mutual Eltr. Co., of Minneapolis, has purchased the eltrs. of the Interstate Grain Co. at Fenton & Dolliver.

Newton, Ia.—D. J. Eberhart has installed in his eltr. a 7½-h. p. electric motor and declares it is the finest power in the world.

Imogene, Ia.—J. L. Gwynn has repurchased the eltrs. at Imogene and Solomon, which he recently sold to W. H. McGargill. Possession was given at once.

Dubuque, Ia.—Henry Lange, representing the Rice Malt & Grain Co., of Chicago, has been conferring with local capitalists with a view to the building of a large malting plant.

Gilbert, Ia.—The B. A. Lockwood Grain Co. has secured another site on which to rebuild its eltr. The location has displeased some of the residents of Gilbert and litigation is expected.

Livermore, Ia.—G. Gleysteen & Co., of Alton, Ia., write: We bot the grain, lumber and coal business of S. S. Vought & Co., thru an advertisement we saw in the Grain Dealers Journal, and will take possession Oct. 20.

Lake Park, Ia.—L. B. Spracker & Co., of Sibley, have purchased the eltr. of the Hall, Wellman Lumber Co. and have taken possession. L. B. Spracker of the new company was formerly mgr. for E. A. Brown at Sibley and he will remove



with his family to Lake Park and conduct the business himself. The Farmers Eltr. Co. has been incorporated. It has built 2 houses, but has been unable to secure a site on the railroad right of way.

Davenport, Ia.—E. D. Rau has been appointed supt. of the D. Rothschild Grain Co.'s barley house. Until the S. Y. Hyde Eltr. Co. sold its business Mr. Rau was in charge of that company's cleaning house at La Crosse, Wis.

Gilman, Ia.—L. G. Beale has refused to turn over his eltr. to the Farmers Co-Operative Co., which was to have been given possession Sept. 5. It is expected that litigation will result as the farmers had secured a mgr. and he was already on the ground.

Davenport, Ia.—The Bosch Consumers Barley & Malt Co. has leased the eltr. formerly operated by D. H. Stuhr & Son. The eltr. has been closed for about a year and will be used by the lessee for handling barley. The Tri-State Grain Co. operated this house immediately prior to its closing.

Red Oak, Ia.—Geo. A. Stibbens, of Prescott, has leased the eltr. of Mr. Nation and will take possession Oct. 2. Mr. Stibbens, who was formerly secy. of the Grain Dealers National Ass'n, will remove to Red Oak and make this town his headquarters, but will continue the business at Prescott.

The Sterling, Ill., pooling contract being cited by one of Iowa's agitators, who was a party to it, in which it was agreed to pay 5 cts. below the Armour bid is not so bad when the fact is taken into consideration that Armour's bids to Sterling dealers for the past 7 yrs. have been for grain delivered Chicago. The freight is about 4 cts.

Council Bluffs, Ia.—J. E. Von Dorn, of Omaha, and Clyde Cooper, of Hancock, contemplate building a large eltr. and will operate it under the firm name of the Cooper-Von Dorn Eltr. Co., with Mr. Cooper as mgr. Mr. Cooper has been in the grain business at Hancock but has removed to Council Bluffs. Mr. Von Dorn was, until recently, mgr. at Omaha for the Adams Grain Co., of Kansas City. The firm has options on 2 sites but has not accepted either. The contemplated eltr. will have capacity for 50,000 bus. and will be equipped to handle 100 cars per day.

Handsome posters urging farmers to celebrate Oct. 10 as the seed corn harvest day are being sent out by the Iowa State Agricultural & Industrial League, composed of the Iowa Grain Dealers, the Iowa Corn Growers and other state Ass'ns. The poster quotes Professor P. G. Holden, "If every ear of corn that is to be used in Iowa next year could be harvested this fall not later than Oct. 10 and hung up where it will dry out thoroughly before the bitter cold freezes of November, it would add millions of dollars to the wealth of Iowa." The League is using its influence to have the second Tuesday in October established as "Seed Corn Harvest Day," annually, the farmers to go into their fields and select the best ears, to be stripped of their husks and hung in the attic at once where the circulation of air is good and protection is had from freezing. Geo. A. Wells, of Des Moines, is secy. of the League.

Des Moines, Ia.—A vigorous campaign against the yellow oats evil has been in-

augurated by the Iowa Grain Dealers Ass'n. In a circular issued Sept. 1 Geo. A. Wells, secy. of the Ass'n, calls attention to the necessity of buying oats on grade on account of the markets discriminating against off grades, Russian green and golden oats. The Ass'n, says Mr. Wells, is decidedly in favor of buying grain on its merits because it encourages the farmer to improve the quality of his products, and also because it is more profitable. Each dealer is urged to get in line on grades and induce competitors to adopt grades. The yellow oats were condemned at a meeting of members of the Iowa Ass'n at Fort Dodge recently by A. C. Heath, mgr. of the Great Western Cereal Mills, as not suited to oatmeal. Secy. Wells has written a communication to the *Messenger* of Fort Dodge giving practical suggestions to farmers on the evils of yellow oats and the wisdom of developing a variety of white oats having strength of straw and vitality to rotate on the rich corn lands of Iowa.

Ida Grove, Ia.—The losses reported by the Grain Shippers Mutual Fire Ins. Co. wud indicate that many of its risks are far more hazardous than the average country grain eltr. From Jan. 1 to Aug. 31 its losses aggregated \$26,771.43 and included M. B. Chapin, Emmetsburg, \$2.50; Gates & Smith, Ft. Dodge, \$95.18; Iowa Hardware Dealers, Mason City, 64c; John T. Johnson, Estherville, \$25; H. C. Coon, Estherville, \$800; M. W. A. and R. N. A., Estherville, \$1,154.16; S. L. Ward, Adel, \$61.25; John L. Bork, Estherville, \$20; Western Mutual (Risk Exline), \$261.46; J. E. Sullivan & Co., Oasis, \$766.67; Watts Bros., Hillsboro, \$39.42; Chas. A. Lee, Mt. Pleasant, \$2.50; Vindicator & Republican, Estherville, \$825; Western Mutual, Dubuque, \$1,891.89; Union Mutual, Exline, \$232.12; Mrs. L. E. Smith, Charles City, \$15; Moore Bros., Hampton, \$28.85; Mulroney & Delaney, Clinton, \$4.50; Townner Brockschink & Co., Peterson, \$3.16; J. M. Roe, Orchard, \$7.85; Union Mutual, Rock Valley, \$338.56; Olbrick & Clay, Cedar Falls, \$1,625; Bosch-Ryan Grain Co., Cedar Rapids, \$2,251.50; Bosch-Ryan Grain Co., Cedar Rapids (reinsured), \$2,251.50; Des Moines Eltr. Co., Callendar, \$7.78; Western Mutual, Waterloo, \$845.62; Chas. C. Barry, Van Wert, \$30; Maggie J. Patterson, Van Wert, \$25; F. H. Barrett, Hampton, \$5.80; Retail Merchants, Hering, \$875; John Reidy, Winthrop, \$28; F. L. Fuller, Secy., Albion, \$425; A. P. Ives, Secy., \$639.48; M. A. Reed, Shenandoah, \$400; P. Swanson, Harcourt, \$83.68; Davis, Way & Co., Knoxville, \$365; Jos. Seddon & Son, Persia, \$850; Jas. Porter, Reinbeck, \$200; Lisbon Mutual, Mederville, \$450; J. E. Knudson, Spirit Lake, \$12.58; M. Beck & Son, Cedar Rapids, \$30; C. Ulrich, Galva, \$5.15; A. E. Kellogg, Galva, \$6.40; Monarch Grubber Co., Lone Tree, \$56.32; Charles City Water Power Co., Charles City, \$2,000; Charles City Water Power Co., Charles City (reinsured), \$1,000; C. Matthews, Oelwein, \$70; E. C. Heilman, Ida Grove, \$27.75; A. J. Bonham, Rhodes, \$100; Rousch & McCutchen, Holstein, \$24.55; Jefferson Milling Co., Jefferson, \$20; W. H. Woodring, Waverly, \$11; Buel & Morse, Ottosen, \$18.08; Fisher Stevens Furniture Co., Charles City, \$12.50; F. H. Colby, Mount Pleasant, \$24.20; H. W. Grout, Waterloo, \$73.55; Clovis & Gage, Shenandoah, \$4.42; S. D. Tobey, Oakland, \$275; Lisbon Mutual, Wood-

worth, \$3.82; Fred Tanke, Avoca, \$1,350; Fred Tanke, Avoca (reinsured), \$2.025; Iowa Imp. Mutual, Woolstock, \$27.84; DeWolf & Wells Co., Truesdale, \$7.44; E. M. Reed, Ida Grove, \$630; Union Mutual, Emmetsburg, \$271.76.

## KANSAS.

Fredonia, Kan.—J. D. McCoid has engaged in the grain business.

Marietta, Kan.—The Farmers Eltr. Co. will rebuild its eltr. of concrete.

Reserve, Kan.—R. M. Stewart & Sons have succeeded R. M. Stewart.

Rydal, Kan.—Jas. McGowan will buy grain for H. B. Dickerhoof this season.

Shaw, Kan.—C. R. Fanatia is building an eltr. and will discontinue shoveling grain.

Udall, Kan.—J. T. Dale has sold his mill to J. A. Frick, of Holt, but will continue in the grain business.

Lost Springs, Kan.—E. P. Mowrer is building an eltr. and will be in shape to handle the present crop.

The annual meeting of the Grain Dealers Ass'n of Kansas is expected to be held at Kansas City on Oct. 17 and 18, or 18 and 19.

Nickerson, Kan.—W. T. Hair has purchased the eltr. of Fair & Shaak. He is making necessary repairs and will soon be ready to handle grain.

Lebo, Kan.—The 11,500-bu. eltr. for Geo. E. Ott has been completed. An automatic dump has been installed and the house can handle 1,000 bus. of wheat every 30 minutes.

Kansas City, Kan.—Following up their victory in Judge Pollock's court the grain eltr. proprietors have asked the court for an order enjoining the state from weighing as well as inspecting grain at the eltrs.

Kansas City, Kan.—The removal of the Rock Island Eltr. has been completed and the house is now resting on its new site. The eltr. is 75x100 ft. and 115 ft. high, and weighs 800 tons. Only 10 men were required to do the work.

Topeka, Kan.—Grain dealers held a meeting at the hotel Throop, Topeka, Sept. 13, to protest against the deduction of 100 pounds from the weight of cars unloaded at Kansas City, Mo. It was voted to employ attorneys to stop the petty graft.

Rexford, Kan.—The complaint of W. H. Miller against the Rock Island road will be made a test case, it is said, by the state railroad commission, of the laws requiring railroads to build side tracks to eltrs. Carr Taylor, attorney for the commission, says, "I am of the opinion that the law requiring railroads to build switches to eltrs. erected at the edge of the right of way is unconstitutional, but I believe the courts will sustain the law requiring railroads to build switches to connect with a railroad track which may be put down by an eltr. company. That would be within the power of the board as the law creating the board gives us authority to compel two railroads to connect their tracks where it is for the best interests of the public. If the eltr. company builds short switches and calls them railroads, the railroad companies can be compelled to build switches to connect with the eltr. tracks."

**KENTUCKY.**

Hodgenville, Ky.—The new concrete eltr., illustrated in the Grain Dealers Journal, July 25, page 99, has been undergoing repairs, one of the bins having been found to be defective.

Maysville, Ky.—Rains Bros. have succeeded J. H. Rains & Co. The firm is now composed of Jas. M. and John C. Rains, sons of the late J. H. Rains. Parker & Mitchell are new in the grain business. R. A. Carr has built a storage tank with capacity for 30,000 bus. of grain.

Louisville, Ky.—Hubert Vreeland, State Commissioner of Agri., is making arrangements to run seed and alfalfa special trains thru the state to educate the farmers. The first train will leave Louisville Sept. 25, returning Oct. 4. Among the lecturers secured are P. G. Holden of Ames, Ia., and J. E. Wing of Mechanicsburg, O.

**LOUISIANA.****NEW ORLEANS LETTER.**

The grain inspection department of the New Orleans Board of Trade is already busy getting things in shape for the coming year. Altogether, everything points to satisfactory results of the season.

In view of the fact that steamship agents anticipate a heavy movement of cotton, together with large movements of lumber, logs, flour, packing house products, etc., rates on grain have already been advanced away above what they were last year, and a free movement is likely to cause further advances.

Stuyvesant Docks will be ready for business shortly. This is another instance of what New Orleans can accomplish in cases of necessity. The new eltrs. of the Illinois Central Railroad, one of which is completed and the other almost completed, are fine in every respect, having every conceivable modern convenience, with a total capacity of 2,500,000 bus. The Westwego eltrs. of the Texas & Pacific Railroad, are also in excellent trim, and the New Orleans Terminal Co.'s eltr. at Chalmette will handle a large proportion of the business.

The movement of grain through New Orleans is beginning to show activity. The grain inspection department of the Board of Trade has handled between Sept. 1 and 21, 167 cars of wheat, 44 cars of corn and 38 cars of oats on inward inspection. Shipments for export during the past week amounted to 133,323 bus. of which the steamship Mechanician took 53,323 bus. of corn to Liverpool and the steamships Louisiana and Syria took 40,000 bus. of wheat each to Copenhagen and Hamburg respectively. The stock remaining in the eltrs. is 95,000 bus. of wheat.

Looking up the figures of last year, it is found that New Orleans for the year ending Aug., 1905, handled 17,408,353 bus. of corn and no wheat at all, whereas this year, both in wheat and corn, shipments are expected to be heavy. In fact, some of the most enthusiastic exporters in the market are willing to place the export movement through New Orleans this year as high as 50,000,000 bus. of grain, which would prove the high water mark of grain exports for New Orleans, the record so far being 42,000,000 bus. More conservative estimates place the prospec-

tive movement at 30,000,000, which seems likely to be nearer what will actually occur.

It is anticipated by those who are informed on the situation that from now on the daily movement will reach something like fifty to 100 cars until the real active movement starts in. Everybody seems to expect an unusually large movement through this port, and it is even hinted by some as not at all unlikely that the movement of oats this year will be one of the factors in the handling of grain through New Orleans. Such a movement will seem something of an innovation, since the last oats which came through New Orleans in any quantity was handled five or six years ago, and it will be very gratifying to those who have been making an effort along this line.—A. R. H.

**MICHIGAN.**

Montrose, Mich.—A. E. Serven has succeeded Serven & Hiscock.

Albion, Mich.—Frank E. Nowlin has succeeded Nowlin & Miller.

Flushing, Mich.—Lewis, Horton & Co. have succeeded J. E. Ottaway & Co.

Adrian, Mich.—Cutler, Dickerson & Co. have succeeded J. T. Haybarker & Co.

Belding, Mich.—Loveland & Hinyan, of Lowell, are building a grain and bean eltr.

Martin, Mich.—Redpath & Campbell have sold their eltr. to Redpath & McMillan.—H. D.

Shelbyville, Mich.—W. E. Briggs has purchased the eltr. of William Briggs & Son.—H. D.

Laingsburg, Mich.—McLaughlin, Ward & Co. have bot out and succeeded F. S. Lockwood & Co.

Avoca, Mich.—The Richmond Eltr. Co., of Lenox, has purchased the Dodge Eltr. It is being remodeled.

Portland, Mich.—F. S. Lockwood & Co., formerly at Laingsburg, have succeeded E. C. Astley & Co.

Lacota, Mich.—The Lacota Milling Co. has completed an eltr. in connection with its mill and will handle all kinds of grain.

Howell, Mich.—J. O. Taft, formerly at Webberville, has purchased the Holt Eltr. He is remodeling it into a bean picking plant.

Clio, Mich.—The Stockbridge Eltr. Co., of Jackson, has taken possession of the eltr. which it purchased in the spring from Jos. Wellman.

Lowell, Mich.—The warehouse of the King Milling Co. and an eltr. owned by Jarvis King, which was used as an evaporator, burned Sept. 19. The loss to the milling company is \$1,000, with \$900 insurance.

Detroit, Mich.—L. A. Parsons, pres. of the Board of Trade, states that the Board would gladly have joined with the vesselmen to appoint weighmen for lake grain at the eltrs., had complaint been made of the bad weights. The weighmasters appointed by the Board of Trade attend to the weighing of grain in and out in car lots.

Traverse City, Mich.—The Traverse City Milling Co. has been organized with \$25,000 capital to build and operate an eltr. and mill. J. M. Isgrig who has been with Hanna, Lay & Co., for 30 years, will be general mgr. of the company. The company has purchased a site on the P.

M. Ry. and work will be commenced at once on the mill and eltr. Chas. Wilhelm, A. W. Bartak, Benj. Thirlby, and others, are interested.

**MINNEAPOLIS.**

The Banner Grain Co. has increased its capital stock to \$30,000.

The Hoyt Grain Co. has withdrawn its corporate membership from the Chamber of Commerce.

The directors of the Chamber of Commerce have declared the Douglas Eltr. no longer regular.

The Brooks Eltr. Co. is attempting to have its lease of the New Occidental Mills Co.'s plant set aside on the ground of misrepresentation.

The regulation in the new rules of the state grain inspection dept. against scoured wheat is expected to affect the business of the cleaning houses.

The Directors of the Chamber of Commerce, at a meeting held Sept. 12, decided to levy at once the annual assessment of \$100 on each member, \$70 of which is to be used for ass'n purposes and the remainder for paying loans on the building.

Messengers on the floor of the Chamber of Commerce will be taxed after Oct. 1, \$5 per month for those passing in and out and \$10 per month for those remaining constantly on the floor. An official messenger in uniform will be stationed at the door for members who do not wish to employ a messenger on their own account.

**MINNEAPOLIS LETTER.**

The option market in oats has almost died out. There is hardly any trading in it and the eltr. companies who are storing oats are hedging in Chicago.

Memberships are being leased now at the rate of \$50 per month dues and assessments paid. There are quite a number of leased memberships in this market.

E. Ainsworth, formerly mgr. of the St. Anthony & Dakota Eltr. Co., is now connected with the Northwestern Eltr. Co. which operates a line of country houses.

The cash grain of the Edwards-Wood Co. is being sold upon floor of the exchange same as heretofore, in spite of the ruling of the board of directors to the effect that it is a violation of the rules to have any trading with a bucket shop!

Considerable criticism is heard on the floor against the tax on messengers. A number of the members are opposed to the new rule and say that the privilege is not worth the money and no doubt will circulate a petition, requesting the directors to reinstate the old custom.

Otto E. Constans, formerly traveling wheat salesman for the Electric Steel Eltr. Co., has severed his connection with that Co. and has engaged with the Wisconsin Northern Grain Co. in the same capacity as that occupied with his former principals. He will travel in Wisconsin visiting the milling trade in that territory.

The Hoyt Grain Co. has been doing a large business for the past four years, but while the operations in cash grain were successful, the option business was a failure and the company lost considerable money besides the money paid in



for subscribed stock. No one, however, has suffered any losses as the stock holders have furnished money with which to assume and pay off all obligations. Considerable sympathy is expressed for Mr. Hoit as he is an energetic and hard worker and he has the best wishes of the members. His company thru his work has been a large payer of commissions to parties, in other markets, that are interested with him and they responded cheerfully to his request to help assume the obligations, thus saving the concern from bankruptcy.—Minn.

## MINNESOTA.

Raymond, Minn.—The New London Milling Co. will build an eltr.

Racine, Minn.—The W. W. Cargill Co. has leased the eltr. of S. J. Sanborn.

Clara City, Minn.—The New London Milling Co. will build another eltr.

Wells, Minn.—The Holway Eltr. at Banks was damaged recently by lightning.

Triumph, Minn.—The Mutual Eltr. Co. has bot the eltr. of the Interstate Grain Co.

Alexandria, Minn.—Wm. Maloney will buy grain for the Prairie Eltr. Co. this season.

Tracy, Minn.—It is understood that Bingham Bros. will not open their eltr. this season.

Leafriver, Minn.—T. W. Harper will have charge of the eltr. of the Interstate Grain Co. this season.

Ceylon, Minn.—The Mutual Eltr. Co., of Minneapolis, has purchased the eltr. of the Interstate Grain Co.

Ellendale, Minn.—Geo. Stearns has succeeded Chas. O. Roe as mgr. for the Farmers' Milling & Eltr. Co.

Chokio, Minn.—S. Stewart will build an addition to the eltr. which he recently purchased from the farmers.

West Concord, Minn.—Wagner & Sons, of Storm Lake, Ia., have purchased the eltr. of the late C. W. Fairbank.

Truman, Minn.—A. L. Doeg, of Winnebago City, has succeeded Mr. Thompson as mgr. for the Farmers Eltr. Co.

Lester Prairie, Minn.—The Lester Prairie Grain Co. incorporated, \$10,000 capital stock. E. G. Robinson is secy.

Douglass, Minn.—The eltr. for the C. Betcher Lumber Co. has been completed. Fred Tubessing, of Red Wing, is mgr.

Long Prairie, Minn.—The Thorpe Eltr. Co. has opened its eltr. for the season with John Garding, of Rockville, in charge.

Dodge Center, Minn.—The eltr. for the Western Eltr. Co. has been completed. G. W. Van Dusen & Co. have repaired their eltr.

Marietta, Minn.—Gust Halverson, formerly in business at Boyd, will represent the Security Eltr. Co. at Marietta this season.

Grand Meadow, Minn.—L. W. Hunt will buy grain for the W. W. Cargill Co. this season. He formerly bot grain for the Farmers Eltr. Co.

Mankato, Minn.—John Butler, formerly well known on the Chicago Board of Trade and the Minneapolis Chamber of Commerce, died here Sept. 21.

Austin, Minn.—The Farmers' Co-Operative Eltr., Coal & Lumber Co. has purchased the eltr. of M. M. Guthrie instead of building as was first planned.

Monterey, Minn.—The Farmers Eltr. Co., which recently purchased the eltr.

of H. J. Ries, has secured Mr. Thompson, of Truman, as mgr. for the house.

Faribault, Minn.—The Crown Eltr. Co., of Minneapolis, has purchased, for \$2,500 from the receiver, the Faribault Eltr., which has been managed by P. J. Harger.

Boyd, Minn.—The Security Eltr. Co. will operate the eltr. of Gust Halverson this season, with A. E. Ahre, of Dawson, as agt., and will not open its house this year.

Morris, Minn.—The eltr. of C. H. Snyder, which he purchased last winter from the Interstate Grain Co., burned recently, causing a loss of \$4,500. Insurance, \$4,000. The house will be rebuilt.

Luverne, Minn.—E. A. Brown has purchased the eltr. of W. J. Kinne, who will remain as mgr. of the house. The other house of E. A. Brown has been opened with H. S. Sunderland in charge.

Slayton, Minn.—The Benson Grain Co. and Sage Bros. have opened their houses for the season. T. M. Lee will have charge of the Benson Eltr. The Hubbard & Palmer Co. and the Peavey Eltr. Co. will not open their eltrs.

Foley, Minn.—The New London Milling Co. has purchased the mill of Madden & Schwandt. The eltr. recently purchased by the company will be removed to a site near the mill and improvements will be made in the plant.

Warren, Minn.—C. E. Allen has been appointed agt. for the Atlantic Eltr. Co. at this point. The Red Lake Falls Milling Co., of Red Lake Falls, is building a 20,000-bu. eltr. at a siding 4 miles north of Warren on the G. N. Ry.

St. Paul, Minn.—The Loftus-Hubbard Eltr. Co. has filed complaint with the state railroad and warehouse commission asking that it be allowed the same privileges granted Swift & Co., in the assumption by the Omaha road of the switching charges of the Chicago Great Western.

Wanamingo, Minn.—The Farmers Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, L. J. Gjemse, Herman Naeseth, J. A. Norstad, and others. Chas. O. Roe, formerly mgr. for the Farmers Eltr. Co. at Ellendale, has been secured to manage the eltr., which has just been completed for the company.

Mankato, Minn.—Jay Hubbard has been elected pres. of the Hubbard & Palmer Co. and of the Hubbard Milling Co. to succeed his father, R. D. Hubbard, who died Aug. 29. Geo. M. Palmer has been elected secy. and treas. of the milling company and treas. of the Hubbard & Palmer Co. to succeed Jay Hubbard.

Granite Falls, Minn.—The Farmers Eltr. & Milling Co. has been organized by farmers and some of the business men of Granite Falls. The following officers have been elected: John J. Mooney, pres.; F. J. Cressy, vice-pres.; C. E. McGregor, secy.; K. E. Neste, treas. An eltr. will be built immediately.

Long Prairie, Minn.—Work was stopped on the eltr. of the Farmers Eltr. Co. Sept. 11 because the company had overlooked the fact that the railroad has recently made a ruling that no eltr. of less than 30,000 bus. capacity would be allowed built on its right of way. This was straightened out later and work was continued.

Duluth, Minn.—On petition by members the directors of the Board of Trade have posted for ballot an amendment to

the rules making the contract grade No. 1 northern, as it was last summer, before the change was made to No. 2 northern. It is argued that the desired broadening of the market can be better secured by making the No. 2 deliverable at a discount.

Duluth, Minn.—Crumpton & Crumpton, H. D. Hall, McGuire & Atwood and the Standard Grain Co. have removed from Superior to Duluth, to conduct their business from the Board of Trade bldg. H. G. Atwood has a membership in the Duluth Board, Geo. L. Hicks of the Standard also has a membership, F. R. Crumpton, Harry Hall and McGuire & Atwood have made application for membership.

Duluth, Minn.—Railroad and Warehouse Commissioner C. F. Staples, visited Duluth recently to investigate the complaint of the Wisconsin officials that the Minnesota inspectors were violating law by inspecting in Wisconsin. Mr. Staples says: "We have concluded, in order to remove any question of cause of complaint, to request Superior grain shippers who desire Minnesota inspection (and they all do), to have all vessels containing their grain to be inspected transferred to Duluth waters. I think there is no question now as to the right of Minnesota inspectors to proceed under the old rule, but the transferring of vessels absolutely to unquestionable territory will do away with all complaint by Wisconsin. We have no intention to annoy Wisconsin or ignore the wishes of the officials of our sister state."

## MISSOURI.

Vandalia, Mo.—Coontz & Heim have succeeded Coontz & Walters.

Jasper, Mo.—The Cowgill & Hill Milling Co. has succeeded J. P. Leiss.

Kingsville, Mo.—C. N. Hulshizer has retired from the grain and milling business and removed to Westmoreland, Kan.

St. Louis, Mo.—The Brockman-Daly Commission Co. has been organized to conduct a grain, hay, grain products and mill feed business.

Kansas City, Mo.—W. J. Mensendieck, formerly with the Logan Grain Co., is now with the Moss Grain Co., having taken charge of its cash grain dept.

Kansas City, Mo.—The corn contest committee of the Board of Trade has received the tender of Convention Hall for the contest to be held in January.

St. Louis, Mo.—Herman D. Seecamp has bot suit against D. S. Parkhurst of D. E. Smith & Co., to recover \$2,200 alleged to be due as profits on a wheat deal.

Hermann, Mo.—The Farmers Grain & Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, Victor A. Silber, Ed. Kemper, R. C. Schaumberg, and others.

Kansas City, Mo.—The city council has passed over the mayor's veto the ordinance permitting the state grain inspection department to establish its scales on Liberty street.

St. Louis, Mo.—The hay inspection law went into effect Sept. 6, the state adopting the National Hay Ass'n grades, and appointing John Johns and James C. Baird inspectors.

Triplett, Mo.—Rankin, Whitman & Co., of Rankin, Ill., will erect a 30,000-bu. eltr. at Whitman, a new town at the

junction of the Santa Fe and Wabash roads, 4 mi. from Triplett.

Kansas City, Mo.—Chas. Kubach has brot suit against the A. M. McDearmott Commission Co. to recover \$2,631 margins deposited on 2 deals in wheat, alleging the sales were not made as reported.

St. Louis, Mo.—The Missouri Railroad & Warehouse Commissioners on Sept. 4 placed state weighmen in all public and private eltrs. The fee is 35 cents for weighing in and 25 cents for weighing out a car.

St. Louis, Mo.—E. F. Catlin has accepted a position with the Milliken-Helm Commission Co. as mgr. of its cash grain department and to take charge of the receiving and shipping business. Mr. Catlin was formerly with the Cochrane Grain Co.

St. Louis, Mo.—The Merchants Exchange will vote Sept. 28 on amendments to the rules prohibiting a member from trading in the name of a non-member, and depriving members who are in arrears on dues of the benefits of membership.

Kansas City, Mo.—W. D. Judd, who has been in St. Louis for several years, has returned to Kansas City and accepted a position with the Terminal Eltrs., operated by the J. Rosenbaum Grain Co. He has applied for membership in the Kansas City Board of Trade.

St. Louis, Mo.—As an illustration of cash corn, it is said that a firm in this city recently had an inquiry from a New Orleans exporter for cash corn, immediate shipment. The firm could not fill the order as there is little coming and the local stock is almost exhausted.—W. C. H.

Kansas City, Mo.—John Wilson, employed in the Gulf Eltr., was smothered Sept. 4 in one of the large grain tanks at the eltr. He had gone into the tank to shovel grain into the hopper before it was necessary and is supposed to have gone to sleep on the wheat and been drawn into the hopper.

Kansas City, Mo.—The Board of Trade has reduced the weighing fee from 60 to 50 cents per car at the following eltrs: Phoenix Park, Star, Empire, Zenith, Dixie, Missouri, Kelley Mills, Atlas Oat Mills, Gulf, Kansas City Seed & Grain Co., Kaw, Acme, Q Transfer, Wabash Transfer, Rex Mill, Inter State Mill and Bulte Mill.

St. Joseph, Mo.—The Harroun Eltr. at Elwood, Kan., is being rebuilt. It is thought the damage done by the wind last May will be required by Oct. 15. Negotiations are pending for the formation of a strong grain company to operate the big house. The reopening of the plant will greatly benefit the St. Joseph grain market.

Springfield, Mo.—The following firms have discontinued business at Springfield: Ruxton Commission Co., Springfield Grain & Produce Co., Springfield Milling Co., Geo. T. Briazeale, Empire Grain & Storage Co., Eversol Grain Co. and Queen City Milling Co. W. R. Ruxton, formerly of the Ruxton Commission Co., is now with the John F. Meyer & Son's Milling Co.

Kansas City, Mo.—The Missouri State Board of Railroad & Warehouse Commissioners held an executive session at the offices of the Hall-Baker Grain Co., Sept. 9, and took under advisement the question of rescinding the charge for the state weighing until the courts shall in a test case give a decision on the right of the state to weigh grain at private eltrs.

involving the right of the state to weigh grain at private eltrs.

Kansas City, Mo.—The Kansas City Board of Trade Weighing Department does not allow any deduction from the weight of grain weighed, the actual weight being taken and the certificate of weight being issued accordingly. J. C. Goodwin, chief weighmaster, states that the 100 pounds deduction is strictly a matter between the buyer and seller, and the weighing department does not enter into it whatever. The Board of Trade certificate shows the actual weight of grain in car.

Kansas City, Mo.—Henry Kitchel has brot suit against the J. Rosenbaum Grain Co. for \$10,000 damages for the death of his son, Harry Kitchel, on Aug. 31. The petition states that young Kitchel was employed in the eltr. where there is a great deal of dust and that he was compelled to cross the railroad tracks to get a drink of water; and that while making one of these trips he was caught between the bumpers of cars, causing his death.

St. Louis, Mo.—Examples of good weights received by shippers to the St. Louis market are given by Daniel P. Byrne & Co., who had a consignment to them from Oklahoma weigh out 65,920 pounds, against shipper's weight of 66,000 pounds. A car of wheat consigned from a Nebraska point weighed out 65,960 pounds compared with shipper's weight of 66,000 pounds. And a car of corn from one of their Nebraska shippers weighed out 51,550 pounds, whereas the shippers reported their weight at 51,170 pounds. Coming from different sections of the country and weighed at different unloading points in St. Louis this would indicate fair dealing. The few complaints of shortages were due to bad-order cars or clerical errors; and leaky condition when the fault of the road, when properly brot forward to the road's attention, has been followed by settlement of claim for shortage.

Kansas City, Mo.—John W. Radford, Kansas State Grain Inspector, says: "The Board of Trade allows the collection of fifty cents for weighing in because the farmer pays that, but it has reduced the fee for weighing out to ten cents because that fee comes out of the board." The committee of the Board of Trade having the weighing fight in charge states that "The charges made by the board of trade for weighing are commensurate with the work performed. The unloading requires the services of two men; whereas, the loading out requires only about one-third of the time of one man, and would not be required on a large portion of shipments, were it not done at the request of the board of trade to keep checks on stock remaining in the eltrs. The state weights are not wanted, and the shippers as well as the eltrs. pay them because they are forced to do so by unfair and unjust legislation. Several years ago the state had charge of the weighing here, and the state system of weights was so notoriously unreliable that the board of trade was forced to establish a weighing department, which the state is now trying to displace. We are afraid to go back into the hands of the politicians of Wyandotte County.

## MONTANA.

Bozeman, Mont.—The Benepe-Stanton Grain Co. incorporated. \$60,000 capital stock, to take over the grain business and

good will of the Benepe-Owenhouse Co. The directors of the new company are, F. L. Benepe, B. T. Stanton and H. H. Benepe.

Bozeman, Mont.—The 75,000-bu. eltr. for the Bozeman Eltr. Co. has been nearly completed. The building has been covered with galvanized, corrugated sheet iron. The house will cost \$15,000 and is to be completed by Oct. 1. F. J. Feazell will have charge of the eltr.

## NEBRASKA.

Eagle, Neb.—R. C. Wenzel has succeeded Ed. Wenzel & Son.

Lomax, Neb.—The Omaha Eltr. Co. is building another eltr.

Hubbard, Neb.—The eltr. for the Anchor Grain Co. has been completed.

Miller, Neb.—The 18,000-bu. eltr. for the Farmers Eltr. Co. has been completed.

Humboldt, Neb.—Cooper & Linn have succeeded P. S. Heacock at Burchard and Armour.

Seward, Neb.—The American Cereal Co. has leased for 1 year the Seward Cereal Mills.

Winside, Neb.—Claud Ramsey has succeeded J. H. Prescott as agt. for the Anchor Grain Co.

Valley, Neb.—D. E. Lamberg has resigned his position as agt. for the Omaha Eltr. Co. at Mercer.

Stoddard, Neb.—J. M. Marsh is building an eltr. C. M. Waltemath will have charge when completed.

Pickrell, Neb.—The Farmers Eltr. Co. has let the contract to D. H. Cramer for the erection of a 20,000-bu. eltr.

Wilsonville, Neb.—The Farmers Independent Shipping Ass'n incorporated, \$5,000 capital stock, and will operate its own eltrs.

Beatrice, Neb. — Norcross Bros. are building an addition to the eltr., which they recently purchased from W. N. Spellman.

Hardy, Neb.—A grain and flour warehouse has been built by the Hardy Roller Mills and a side track has been laid from the B. & M. R. Ry.

Lincoln, Neb.—The Supreme Court of Nebraska has continued until Nov. 7 the hearing of the suit by the attorney general for the dissolution of the Nebraska Grain Dealers Ass'n.

Omaha, Neb.—J. E. Von Dorn has taken the Omaha business of the Geo. A. Adams Grain Co., giving up his interest in the business at Kansas City and other points. He will continue the local business under the firm name of the Von Dorn Grain Co.

Elkhorn, Neb.—A fire was discovered Sept. 11 in the cob room at the eltr. of H. A. Nolte, but it was put out before any damage had been done, 20 wagon loads of the cobs being moved. The fire is supposed to have been started by a tramp who was seen smoking while resting on the cobs.

## NEW YORK.

New York, N. Y.—The New York Hay Ass'n held its first annual dinner Sept. 9 at the Hotel Astor. The affair was a brilliant success.

Buffalo, N. Y.—Chief Grain inspector John D. Shanahan is on the program for an address on weights and inspection at



the annual meeting, Sept. 27, of the New York State Millers Ass'n.

New York, N. Y.—The daily supply of hay continues fully equal to demand. The bulk of receipts are, however, below No. 2, slow to move, with prices weak, while No. 1 and No. 2 remain firm and steady. On account of warm and damp weather, old hay is receiving more attention this week, but the cool wave now predicted will have the effect of bringing "old and new" to even prices again.—Gilbert Plowman & Co.

## BUFFALO LETTER.

The cereal mills are doing well, better than formerly, if the reports of some of them are a fair sample. They are running night and day and selling both feed and their specialties readily.

William E. Townsend, for some time secy. of the Husted Mill & Eltr. Co., has resigned and accepted the position of mgr. of the Lackawanna Mill & Eltr. Co., which is controlled by M. P. Ryley.

Car grain shows a decided falling off, tho the proportion of oats is as great as ever, the number of cars often being two-thirds of the whole. It somehow happens, though, that the lake fleet is not picking up the remnant, so it must be accumulating somewhere.

Complaint is being made that winter wheat is not to be had in as great a quantity as it is wanted. The price is no longer excessive and it is not expected to come down right away, so the purchaser is ready to buy if he can get it. Why does it not move more freely?

The work of adding to the Chamber of Commerce building goes on rather slowly and will not seem to count at all till the walls begin to go up. The permit issued by the city shows an estimated cost of \$300,000. It is expected to be August before the building is ready for occupation.

The worst part of the grain business now is the car shortage, which is so great that dealers complain that they miss a good many sales on that account. It is not possible to make any promises as to the time it will take to fill an order, so that there is no such thing as holding a trade.

All feed mill owners are especially busy now, as the prices have stiffened up considerably of late. J. H. Rodebaugh, who some time ago bought the mill established by Heathfield & Washburn, is giving most of his time to it now, though he has a long-established business in grain and feed on 'Change.

The limit price of spring wheat is still a very uncertain quantity, which shows that the amount of it likely to be laid down here right away is so uncertain that there is fear of a further shortage. It is hoped that the end of the old crop will not be quite so near the beginning of the new right away again.

New spring wheat began to arrive from Duluth about the 15th, but it is still coming in slowly. Practically all of it goes to millers direct, in small lots as yet, tho the movement shows pretty clearly why the dealers on 'Change do not handle more wheat. The buying is too generally direct with the northwestern jobber.

The work on the new Ontario Eltr. is now up to the construction period, though the experience with the old one will be likely to insure the building of a foundation that will stand in place as long as

the superstructure lasts. There is no development in the effort to oblige the insurance companies to pay the loss on the old one.

The people who were injured a month ago by the fall of an elevator in the Chamber of Commerce building are all doing well now, though John G. Heinold, the grain dealer, who was the oldest person in the accident, suffered from collapse for awhile afterward and was in a very critical condition. The dealers on 'Change recently sent all the sufferers flowers.

The state wheat crop is turning to the advantage of the state millers, as it ought to if they are to hold their places in the business. They have stood still for years, waiting for a good crop, and now they have it. Prices are such that they can control the crop and still get their supply at a lower figure than it can be sold for elsewhere, thanks to the peculiarity of rail freight rates.

Only two and a half million bus. of grain arriving here by lake yet in a week and September fast going. This is a good way to stave off an eltr. blockade, but it is a poor showing for the grain trade. The eltrs. are willing, but unless they get a lot of Canadian wheat to handle and to hold, it looks as though the fall business might be light in spite of all expectations to the contrary.

It was hoped that Chief Grain Inspector Shanahan, of the Chamber of Commerce, would be back from his trip to Superior to complete the establishment of the machinery of the new Wisconsin Grain Commission, but it is found that he will not be home for a day or two. His connection with the Commission appears to be very satisfactory to the grain trade here, as it promises to insure a grading of the spring wheat coming down from Lake Superior that will take rank with our own.—J. C.

## NEW ENGLAND.

Readfield, Me.—Gordon & Son are improving their grain house.

Clinton, Mass.—H. T. Brockelmann has engaged in the wholesale grain business.

Skowhegan, Me.—The grain store of A. C. Woodward & Son burned Sept. 7. Loss, \$12,000; fully insured.

Belfast, Me.—The Belfast Grain Co. has been organized by Fred S. Jackson, of Belfast, and Merrill, Rannels & Mayo, of Waterville, who operate 2 mills at that point and make a specialty of car loads of grain.

## NORTH DAKOTA.

Boynton, N. D.—John Taylor will build an eltr.

Gronna, N. D.—Elliott & Robinson will build an eltr.

Jud, N. D.—The Thorpe Eltr. Co. is building an eltr.

Napoleon, N. D.—Merrick & Sheeler will build an eltr.

Landa, N. D.—Arnold Bros., of Berwick, will build an eltr.

Edmore, N. D.—J. G. Stewart will build an eltr. at Nekoma.

Glenullin, N. D.—Classen, Braun & Co. will build a 20,000-bu. eltr.

Niles, N. D.—The Hilmen Mercantile Co. has secured an eltr. site.

Maza, N. D.—The Farmers Eltr. Co. will build a 40,000-bu. annex to its eltr.

Dickinson, N. D.—The 25,000-bu. eltr. for Walton & Davis has been completed.

Coalharbor, N. D.—The eltr. for the Mandan Mercantile Co. has been completed.

Lisbon, N. D.—The Sorenson Milling Co. is building a 15,000-bu. addition to its eltr.

Driscoll, N. D.—The Lyons Eltr. Co. contemplates building an eltr. S. G. Simondson, of Minneapolis, also expects to build at this station if he can secure a site.

Maxbass, N. D.—Wm. Engelbrecht, of Lansford, will build an eltr. next year at this point.

Bottineau, N. D.—McCabe Bros. have 7 eltrs. under construction in Bottineau and Rolette counties.

Omeme, N. D.—John Taylor is building an eltr. at Armstrong, a siding between Omeme and Willow City.

Minnewaukon, N. D.—The Monarch Eltr. Co. is building an engine house to replace the one recently destroyed by lightning.

Fero, N. D.—The Farmers Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, Ole Paulson, John Rattle and W. D. McClintock, of Rugby.

Westhope, N. D.—The Farmers Eltr. Co. has purchased for \$5,000 the eltr. of the Amenla Eltr. Co., and A. J. Helgersson has been engaged as buyer.

Knose, N. D.—The Knose Farmers Eltr. Co. incorporated, \$16,000 capital stock. Incorporators, H. L. Hock, John L. Webster, Jas. Kane and others.

Neché, N. D.—The Neche Grain & Live Stock Co. incorporated, \$10,000 capital stock. Incorporators, A. J. McFadden, J. N. Horgan and Wm. Rene.

Knox, N. D.—The Knox Farmers Eltr. Co. is negotiating for the purchase from the Cargill Eltr. Co. of the old eltr. formerly operated by Haver & Minckler.

Flora, N. D.—The Flora Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, Oscar O. Roppe, Peter O'Hara, Flora; I. H. Hoinden and Nils Gullerud, Viking.

Hamilton, N. D.—Alex. Young will have charge of the St. Anthony & Dakota Eltr. this season. Geo. McLean and Geo. Page are building eltrs. at Derrick and Saries.

Mylo, N. D.—The Farmers Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, Alvin Martin, Bisbee; Alfred Natrass, C. P. Schull, John H. Hart and J. J. Slaubaugh, Island Lake.

Granville, N. D.—The Farmers Eltr. Co. incorporated, \$10,000 capital stock. The officers are: W. C. Richards, pres., W. J. Seik, vice-pres., C. A. Stubbins, secy. and treas. The eltr. being built by the company will have capacity for 35,000 bus.

## OHIO.

Jefferson, O.—M. A. Silver has succeeded Silver & Chenoweth.

Berlin, O.—Wolfe & Jones, of Vickery, have purchased the Fremont Eltr.

West Milton, O.—Henderson & Coppock have bot out W. D. J. Everett and are now the only dealers at this point.

Enon, O.—Brooks & Dunkel have succeeded T. W. Brooks, A. H. Dunkel having purchased a half interest in the eltr.

Fall meeting of the Ohio Grain Dealers

Ass'n will probably be held at Columbus Friday, Oct. 20. Make your plans to attend.

Van Wert, O.—Mahan & Johnson have purchased the Gilliland Eltr. from W. O. Rearick, who will return to Merroy, Pa. Possession was given Sept. 11.

Brookville, O.—Fred Schlientz & Son, of Eldorado, have purchased for \$7,500 the 20,000-bu. eltr. and 50-barrel mill of Wogaman Bros. Possession will be given about Oct. 16.

Bellevue, O.—The office of the Gardner Grain & Mill Co. was entered recently by burglars. Nothing of value was taken, as the firm removes everything from the safe when closing at night.

Columbus, O.—J. W. McCord, secy., and C. H. Tingley, pres., of the Ohio Grain Dealers Ass'n, have returned from their trip to Baltimore to investigate charges that the Chamber of Commerce of that city had raised the grades of grain without due notice.

Oxford, O.—The eltr. of D. C. Miller burned Sept. 13 with 6,000 bus. of wheat and 1,500 bus. of oats. The eltr. was badly damaged by a fire on Sept. 10, and the later fire is supposed to have smoldered in the ruins. The original fire is thought to have been started by a hot journal. Loss, \$10,000; insurance, \$9,700.

Columbus, O.—The firm of Baum & Robinson has opened an office at 307 Union Nat'l Bank bldg. to conduct a grain and hay shipping business. T. W. Baum has been in the grain business for a number of years, having an eltr. at Duval, O., and being interested in the firm of Baum & Herr, eltr. at Groveport, O. H. L. Robinson, who will have the active management of the business, has been engaged in track buying and selling of grain and hay for 12 years, for the past 4 years with A. Felty.

Shippers along the C., H. & D. R. R. in Ohio may expect some relief from the arbitrary rule routing grain over the P. M. R. R. to Buffalo since the recent sale of the system to an eastern syndicate, which, it is said, will divide the lines among the other roads in the state, to which the traffic originating on the C., H. & D. naturally should go. At any rate, this is an excellent time for the shippers along the C., H. & D. to renew their complaints against the routing regulation that compels them to pay local rates to get into certain markets and upsets business connections that have been maintained for years.

Cleveland, O.—A grain clearing house has been established at Cleveland by the railroads. All carload grain coming into the city must be registered here upon arrival if shippers contemplate moving to points beyond. After this registration grain can lie in eltrs. as long as six months. When reshipped the shipper will be entitled to a thru rate from the shipping point to the place of destination. This does not exclude, however, the local rate which will be charged for shipments from given points to Cleveland, though later deducted. The transit privileges will only be accorded to grain originating in territory from which there are thru arrangements via Cleveland, excluding that passing through Cleveland which previously has had transit privileges. The transit privileges will mean stopping for inspection, weighing, cleaning, clipping, shell-ing, sacking, grading or mixing or change of ownership, consignee or destination,

and will only apply to such grain as passes thru eltrs., public or private, or grain warehouses, and has no references to shipments commonly known as track grain.

#### TOLEDO LETTER.

Hebron, O.—Lawyer & Kelsey has purchased the eltr. and business of J. P. Eversole.

Thomas Corwin, formerly with Southworth & Co., is now with the American Hominy Co., at Indianapolis.

F. J. Reynolds made a trip to New York last week to meet his son and daughter, who returned from a trip abroad.

C. M. Bowers, who has been with the local office of the United Grain Co. for some time, was recently transferred to the Chicago office.

Good milling wheat was in strong demand up to the middle of the month, the advance checking the domestic as well as the foreign demand for flour.

Marysville, O.—Sheriff Bolenbaugh, of this county, went to Cincinnati last week with a warrant for the arrest of W. J. O'Dell, a grain broker who is charged with conducting a bucket shop here. The sheriff found that O'Dell had gone on a trip to Europe.

"While rye in this section, as compared with last season, is a large crop, the quality is poor," said Fred Rundell. "The movement is light, as the farmers seem to be holding the grain. They have probably gotten onto the fact that there is a good export demand this year, so are storing for higher prices." Rye made an advance of 3 cents last week, the first real one to be made this season. Marketing began about two weeks earlier this season.—H. D.

#### OKLAHOMA

Prague, Okla.—The 12,000-bu. eltr. for Mr. Gilroy has been completed.

Billings, Okla.—The Pond Creek Mill & Eltr. Co. has purchased the eltr. of the El Reno Eltr. Co. instead of building, as it first proposed.

Shawnee, Okla.—H. C. Thompson, of Whitewater, Kan., will build an eltr. to cost \$25,000. It will be the terminal of a line of eltrs. in the territories.

Nashville, Okla.—The Nashville Grain & Eltr. Co. incorporated, \$6,000 capital stock. Incorporators, O. W. Childs, W. C. Eddy, Jas. Douglas, P. M. Combs and others.

Ralston, Okla.—V. D. Eberwein & Co. are building an addition to their eltr., increasing the capacity to 25,000 bus. A corn crib is also being built and a 20-h. p. Foss Engine and a corn meal outfit and chop mill installed.

#### OREGON.

Island City, Ore.—The Grandronde Grain Co. has been incorporated.

La Grande, Ore.—The warehouse of A. A. Oliver burned recently. Loss, \$6,000; insurance, \$4,000.

Portland, Ore.—Grain exporters have forced the rate 25 6d under the 25s per ton rate to Cork which the Sailing Ship Owners Ass'n held out for so many months.

Portland, Ore.—The Pacific Coast Eltr. Co. is rebuilding its dock which burned Sept. 1. The company is using the dock

of Kerr, Gifford & Co. as temporary headquarters.

#### PENNSYLVANIA.

Philadelphia, Pa.—Chas. Hieber & Co. contemplate building a 64x56-ft. grain warehouse.

Philadelphia, Pa.—The Grain Dealers Protective Ass'n will hold its annual election Sept. 26. The regular tickets are Pres., Edward J. Shaunce and Frank J. Richards; vice-pres., Louis W. Schall, J. F. Jones and Penrose A. McClain; treas., George B. Moore; financial secy., George K. Craig, and recording secy., R. L. Nerlinger.

#### PHILADELPHIA LETTER.

J. B. Pultz, of the Commercial Exchange Arbitration Committee, is on an outing trip to the White Mountains.

Col. E. L. Rogers has just returned from a 3 weeks prospecting tour thru all the grain and hay growing states of the west, as far as the Pacific slope.

Large cargoes of grain are going abroad from this port at present, and on Saturday three steamships, the Merion, Manitou and Lawrentian, sailed for Liverpool, Antwerp and Glasgow with cargoes valued at half a million dollars, among which was 250,000 bus. of grain. Several full cargoes have been contracted for to go later on.

It is contended the oats situation depends largely upon the total output of corn this season, and while oats are low in price, choice heavy stock is not plentiful, and should corn values be low, oats will not range very high in price, as in such an emergency corn will be largely fed in preference to oats. And yet some of the oats receivers here are of opinion that higher values will prevail later in the season.

A movement is on foot, backed by some of the most prominent members of the Commercial Exchange, looking toward the installment of a complete and modern system of drying all damp, soft or out of conditioned grain received at the local and export eltrs. It is said that Pres. King will soon appoint a committee to wait on the officials of the leading railways entering this port to have full grain drying facilities installed at all of the big eltrs. here without further delay, putting the grain trade of this city in this respect on a full equality with Baltimore, New Orleans and other export terminals. While there is but a small proportion of the grain which arrives here from the west and nearby points that is not fit for immediate shipment, storage or consumption, yet the desire is to have Philadelphia and its increasing grain interests rank second to none in the country.

The "Why Who" Club, composed of leading members of the general grain, flour, feed, hay and straw trade, who daily gather on the floor of the Commercial Exchange, gave early orders Sept. 15 that all straw hats of every kind whatever should be forthwith banished for the season, Sept. 15 being the unalterable date to call in all such summer headwear for the year. As a result there was no respect of persons; high, low, rich or poor, all suffered alike, and at the last call of "Change hours a score and a half straw and Panama hats of various vintages and values were dangling from the main line, crushed and torn beyond repair, and a



lot of bareheads were making arrangements to be recovered with more seasonable head gear. The straw hat war lasted for several hours and caused lots of excitement in the Bourse.—S. R. E.

## PITTSBURG LETTER.

Free arrivals of ear corn have brought prices down slightly, and even at the reduction they are not easy to maintain.

Prairie hay has had improved demand, and prices have gone forward within the last week or ten days. Just now No. 1 grade is quoted at \$8.50 to \$9.00, and these figures seem to be well maintained.

No one seems to want middlings, and even the slight call there was for bran has been waning for the last week. Consumers have learned a way to do with very little mill feed, and are practicing economy in this line rather than pay the very high prices which have ruled so long.

Shelled corn receipts show some diminution, and quotations are consequently steady. The western advance in prices has not yet been felt here, however, and the slight stimulus shown in the situation is attributable only to local conditions. No. 2 yellow is holding at 60½ as the top notation.

Rye has taken unto itself some strength in the local market, owing, no doubt, to the increased firmness in the west, which has caused some buyers here to seek cover, fearing increased prices. In fact, there has been some upward movement of figures already, and ruling quotations now range at 62 to 63 cents for No. 1 Northwestern.

Receipts of oats of all grades have been light, this being especially true of No. 2 white, and the market is strong. Oat and wheat straw receipts are just about sufficient for the demand. Rye straw has been doing better than it did during the first part of the month, and selling figures have reached a slightly higher level. No. 1 grade now commands \$8.50 to \$9.00.

Choice timothy hay has been holding firm at \$13.00 to \$13.25 per ton for a couple of weeks, and the present writing is at a time of growing rather than lessening strength. Receipts are only moderate, and the demand is active enough to make bidding on the Exchange floor quite spirited. This report will hold true of all the upper grades—inferior hay is not selling rapidly, nor has it much call. It is not likely to receive any great degree of attention while pleasant weather prevails, but the coming of rough fall weather would likely stimulate the market for lower grades.—C. H.

## SOUTH DAKOTA.

Britton, S. D.—John Kelly has succeeded H. L. Dougherty.

Corsica, S. D.—An eltr. will be built here by M. King, of Utica.

Salem, S. D.—The Dakota Grain & Coal Co. has been organized with C. W. Young secy.

Hetland, S. D.—Chas. B. Parmelee has succeeded David Johnson as mgr. of the Farmers Eltr. Co.

Colman, S. D.—Leo Petch is buying grain this season for the Cargill Eltr. Co. and has removed his family here from Wentworth.

Canova, S. D.—G. H. Randall, A. F. Clough and F. N. Dexter are operating

the eltr. which they recently purchased from the Interstate Grain Co., under the firm name of the Canova Grain Co. Mr. Dexter is mgr.

Armour, S. D.—The Carlon Eltr. Co. has been organized by Jas. Carlon and D. L. Beardsley. The new company will operate the eltrs. of Mr. Carlon, with headquarters at Armour. Levi D. Wait and Ruel E. Dana have purchased an interest in the Armour Roller Mills. Mr. Wait will manage the grain department.

Armour, S. D.—The following companies have secured sites at the new towns of Corsica and Stickney: Carlon Eltr. Co., C. E. Floete and Roy Bocher, of Armour; Frank Strobehn, Wagner; A. A. Truax, Mitchell; South Dakota Grain Co., Parkston; M. Marcus, Harrison, and Mr. Montgomery, of Chamberlain. Each town will have 5 eltrs.

Bonesteel, S. D.—The Wm. Krother Co., which recently purchased the plant of the Uptide Grain Co., has been overhauling the eltr. and has installed a 200-bu. Fairbanks Hopper Scale. The dealers at this station are not receiving as much grain as the yield and prices would warrant. There is a large local consumption by settlers in the Rosebud Reservation, which takes a large part of the surplus grain.

## SOUTHEAST.

Spartanburg, S. C.—Thad C. Dean has succeeded Earl & Dean.

Birmingham, Ala.—The Jos. F. Riley Co. has succeeded Riley & Silk.

Florence, Ala.—A corn meal plant is being built between the Tennessee river and the tracks of the L. & N. Ry. by a company of which J. M. Peerson is pres. and mgr.

Newport News, Va., is shipping more grain at present than at any time in the past four years. The Chesapeake & Ohio Eltr. contains a half million bus., and grain is being exported almost every week.

Huntsville, Ala.—The Farmers Warehouse Co. incorporated, \$25,000, to build and operate a warehouse for the storage of grain, cotton and produce. The officers are: Walter Kelly, pres.; N. M. Rowe, vice-pres.; Lee Ford, secy.; John M. Hampton, treas.

## TENNESSEE.

Pinewood, Tenn.—H. H. & T. H. Graham will build a 10,000-bu. eltr.

Nashville, Tenn.—Harsh Bros. & Co. have abandoned temporarily the plan to build another eltr. because of inability to secure a land lease from one of the local roads.

Fayetteville, Tenn.—The Fayetteville Mill Co. incorporated, \$11,000 capital stock. Incorporators, H. K. Holman, A. M. McLaughlin, John H. Rees, John H. Hams and Carl T. Hams.

Nashville, Tenn.—Miller & Co. have removed their offices to their eltr. and warehouse, which means a larger shipping business by the company. The eltr. has a capacity for 10,000 bus. and the warehouse for 100,000 bus.

Nashville, Tenn.—E. W. Jungerman and others have purchased the plant and machinery of the Southern Flaked Food Co. from the trustee, E. M. Sanders. The buyers were creditors of the firm and have not decided what disposition will be made of the property.

## NASHVILLE LETTER.

Western wheat is quoted here at 90 and 91 cents, while the local crop can be purchased at 85 cents. This indicates a better demand, and incidentally better prices.

Although the general aspect of the market is weak with a poor demand, there have been several large sales here during the season of inactivity. A local firm recently sold 25,000 bus. of wheat.

Hale & Sons, of Murfreesboro, Tenn., who now have an eltr. in this city in the course of erection, are pushing the work rapidly, and will within a few months be ready for business. Their capacity will be about 50,000 bus. of grain.

The McLemore Flour & Grain Co., whose eltr. is situated in West Nashville, begun business some time ago, and are now in full blast. They have a thoroughly up-to-date plant, which is roomy and commodious, and their capacity is about 50,000 bus.

Although grain affairs are still in a precarious condition, dealers are looking for a great improvement within a short while. The dullness of the past few weeks is still in evidence, but not so strongly as before, and the shipping demand gradually but surely is awakening. Indications point to a material increase in the demand, both as regards the local and southern market.

A matter the developments of which are looked forward to with much eagerness and no little amount of discussion by dealers of this city and vicinity is the rumored lease of the Tennessee Central Railroad by the Southern and Illinois Central Railroads. At the Nashville Grain Exchange conversation drifts often to this topic, and all who have expressed themselves say it will be a great thing for the grain dealers.—R. N. C.

## TEXAS.

Seymour, Tex.—C. M. J. Stringer has succeeded Ewell & Jones.

Maypearl, Tex.—W. P. Wileman contemplates building an eltr.

Trenton, Tex.—Donaghey & Hill have succeeded Hendricks, Donaghey & Hill, Mr. Hill having purchased Mr. Hendricks' interest in the firm.

Beaumont, Tex.—The Trinity Rice, Land & Irrigation Co. will build a mill at Beaumont or at some point on the company's canal system in Chambers county.

H. B. Dorsey, secy. of the Texas Grain Dealers Ass'n, with the permission of the executive committee, is now at Mineral Wells, Tex., for the benefit of his health, and will remain until early in October. Mr. Dorsey has the records and stationery with him and will conduct the correspondence of the office from Mineral Wells.

## UTAH.

Ogden, Utah.—Blackman & Griffen have increased their capital stock to \$400,000.

## WASHINGTON.

Seattle, Wash.—S. Hamaguchi, representing a large firm of Japan, is buying cargoes of grain for shipment to Tokyo.

Rockford, Wash.—Alex. Glasgow has leased the warehouse of the Sheldon Milling Co. and will operate it on his own account. He was formerly with the Centennial Mill Co. at Fairfield.

Tacoma, Wash.—The Washington State Grain Commission held a 2 days'

annual meeting Sept. 11 and 12, but made no changes in the grades. The Commission directed the State Grain Inspection Dept. to make a trial of fixing the weight dockage on all wheat requiring cleaning which comes to Tacoma during the month of October, 1905. This is to be a trial for the sole purpose of satisfying the Commission of its practicability, and is not to be officially enforced between the seller and the buyer. If by this trial dockage of dirty wheat by the State Grain Department is found to be practicable and satisfactory, this Commission will then establish state weight dockage for wheat requiring cleaning. The Commission refused the request of the Millers Ass'n to class all smutty wheat as rejected. The request of the Portland Chamber of Commerce for an increase in the test weight from 58 to 59 pounds also was denied.

### WISCONSIN.

Stanton, Wis.—Wm. McNamara is building an eltr.

Antigo, Wis.—A. L. Wirtz, of Kaukauna, is building an eltr.

Eau Claire, Wis.—The Farmers Union will build an eltr. and may build a mill here.

Bloomer, Wis.—The Bloomer Milling Co. is building a 20,000-bu. addition to its eltr.

Forestville, Wis.—Aug. Froeming, of Algoma, has leased the warehouse of the W. Seyk Co.

Oconomowoc, Wis.—The Milwaukee Eltr. Co. has installed a 8-h. p. Fairbanks-Morse Gasoline Engine.

Black River Falls, Wis.—J. L. Parchman has reshingled his eltr. this summer and made other improvements.

Plymouth, Wis.—The K. Shreier Brewing Co., of Sheboygan, has purchased a site and will build a grain eltr.

Rockford, Wis.—F. Klein has succeeded Louis Beck, who will remove to Milwaukee and engage in other business.

Osseo, Wis.—The Hanson Supply Co. has been organized and will build an eltr. at Hanson Siding, about 4 miles east of Osseo.

Milwaukee, Wis.—The C. M. & S. P. Ry. is now operating Eltr. B. as a public eltr. The Milwaukee Eltr. Co. formerly operated it.

Superior, Wis.—The Capitol Eltr. Co. has completed the installation of a fine equipment of cleaning machinery in the Imperial Eltr.

Superior, Wis.—The Great Northern Eltrs., which last year were not assessed for taxes, are this year assessed at \$400,000. Big increases are made on the other eltrs.

Fond du Lac, Wis.—The eltr. of the W. W. Cargill Co. was opened Sept. 19, with Albert Rau in charge. Mr. Rau formerly had charge of the eltr. of the Lytle-Stoppenbach Co. at Eldorado.

Superior, Wis.—The Board of Trade offered at public sale the memberships of S. E. Middleton, W. Listman, Chas. Furman, W. N. Anderson and F. H. Ellis on account of dues being unpaid.

Milwaukee, Wis.—Eltr. A. of the C. M. & St. P. R. R. has been declared a regular warehouse by the directors of the Chamber of Commerce, with permission to lease bins 1 to 68 to the F. Kraus Co. for private operation.

Green Bay, Wis.—The eltrs. of the W. W. Cargill Co. were opened Sept. 11 after being closed down for 2 or 3 weeks for general repairs. All the grain receiving stations of the company in Wisconsin have been opened for the season.

Milwaukee, Wis.—Secy. Potter of the state ass'n is very busy distributing type samples to members. This is one of the valuable features of membership in the state ass'n and is alone worth more than the cost of membership. Not only are the samples of barley supplied to every member, but quotations showing the fluctuations in the market value on the Milwaukee Exchange from day to day are also sent to members. Local meetings of members of the state ass'n are being held by Secy. Potter in different sections of the state. Local meetings have proved a very valuable feature of ass'n work in other states. They get dealers who come in competition one with the other together and promote a friendly and harmonious feeling. Wisconsin has long been a fighting ground for dealers who were unable to tolerate competition. The natural result has been that they have paid more for grain than they could get for it. This brings joy to the farmers, but bankruptcy to the fighters. The dealers are under no obligation, either legal or moral, to engage in perpetual overbidding for grain. Not only is it unprofitable, but it does not result in their obtaining any more grain than they would otherwise. It also destroys what little respect farmers may have for their business acumen.

Superior, Wis.—The Wisconsin Grain & Warehouse Commission held meetings Sept. 12 to 16. Grades of No. 1, 2 and 3 hard winter wheat were established. The Commission declared its policy to be that inspection by other than Wisconsin inspectors be not allowed unless such grain requiring other inspection shall have been previously inspected by the Wisconsin authorities and shall have paid the regular Wisconsin inspection fees. A. N. Lent, secy. of the Board of Trade, has written Atty. Gen. Moody at Washington objecting to discrimination in switching charges on grain to Superior. When some of the eltr. men visited the Commission at Superior recently one of the Commissioners asked A. D. Thompson if Mr. Urban, of Buffalo, and Mr. Ruyter, of New York, should direct him to buy a certain number of bus. of grain, Wisconsin inspection, and would allow him a commission for buying it, whether Mr. Thompson would deliver this grain, and Mr. Thompson very promptly said he would not handle Wisconsin inspected wheat even at the request of his customers. The Wisconsin Commission smiled and said the law would be enforced. Gov. LaFollette has written Gov. Johnson of Minnesota citing cases where the Minnesota grain inspectors had violated the law, and requesting the Minnesota governor to see that the Minnesota inspectors stay on their own territory.

Superior, Wis.—The Superior grades of No. 2 and No. 3 spring wheat, at 55 and 53 pounds, are each 1 pound per bu. lighter than the corresponding grades of Minnesota; consequently, if the grain is otherwise of good quality it is easier for the shipper to make the Superior grade. No. 2 rye under Superior rules requires 55 pounds test, against 54 under the Minnesota rules. While the Minnesota grades do not specify the percentage of damaged seed in No. 2 flaxseed, the Superior

rule does, giving it as 35 per cent, and the weight as 49 pounds, instead of 47 pounds. The interpretation of the rules by the inspectors of the two departments is of quite as much importance as the wording of the rules, so that it remains for the shipper to determine by experiment which of the two departments is most liberal. In the past the inspection at Minneapolis has been more severe than at Duluth, under the same rules, so that the Minneapolis millers have received a better grade on contract than eastern millers received at Duluth.

### MILWAUKEE LETTER.

Fond du Lac is assuming considerably increased importance as a grain receiving and distributing center, and the railroad companies are giving further impetus to the "boom" by the construction of large terminal facilities. The Northwestern line leads in this work.

The first full cargo of wheat billed to any Canadian port from Milwaukee this season left here recently in the steamer Gladstone, which carried 150,000 bus., consigned to the American Cereal Co., Midland, Ont. It is anticipated that the movement east will be quite lively from this time on.

It is announced here that the proposed line from Madison and Richland Center to La Crosse has been surveyed and that construction work will begin before long. This will give the west central part of the state facilities of which it has long stood in need and ought to provide quite a number of new locations for grain dealers.

Much interest has been taken by local grain dealers in the celebration of the eighty-fifth birthday of William M. Brigham, one of the veteran commission merchants of this market, who still visits the Chamber of Commerce during good weather. Mr. Brigham came to Milwaukee from Keysville, N. Y., in 1855, and from 1864 to 1867 was a member of the firm of Brigham & Tallmadge. After that time and until several years ago he carried on the commission business for himself.

Commission merchants here are preparing to take advantage of the opening for further business which is afforded by the extensions of the C. M. & St. P. Ry. Co. in South Dakota. It is likely that a liberal share of the grain originating at stations on the cut-off now being built from Madison, S. D., to Sioux Falls will come to this market, as receipts from the portion of that line which was constructed as far as Colton last year have been quite heavy. A large part of the intervening distance has already been graded and track-laying is now in progress.

Receipts of spring wheat have increased largely in volume and show better average quality, but offerings are still rather meager for this season of the year. The demand for No. 1 and No. 2 northern continues good, and the better quality of No. 3 sells fairly well, but off-grade samples, especially smutty, are difficult to dispose of. Choice samples of barley are in excellent request, but other kinds sell more slowly and present prices for such are relatively low. Oats sell well, particularly qualities suitable for the local feed trade. The rye market has advanced sharply and sound, dry, milling samples are wanted. The quality of receipts is improving. Corn holds steady, the demand and supply both being light.—C. T.



## Seeds

C. H. Graver of C. H. Graver & Co., seed dealers at Binghamton, N. Y., is dead.

H. S. Church, seed dealer, Spokane, Wash., has installed a seed cleaning machine.

Clover seed had a big advance in the Toledo market during September on reports of the crop not yielding nearly as well as was anticipated.

Rushville, Ill., Sept. 14.—Clover seed is falling far short of expectation, averaging about 1 bu. per acre. Wet weather has delayed seed threshing.—Bader & Co.

Samuel S. Blake is under arrest at Buffalo, N. Y., charged with having used the U. S. mails to defraud. It is alleged that farmers who sent money for the seeds advertised by him received nothing.

W. T. Radcliffe, who for 19 years has represented the D. M. Ferry Seed Co. of Detroit, Mich., in the western states, has had to undergo an operation for the removal of his left eye, as the result of exposure last August.

Reports from Minnesota and the Dakotas indicate that flax has yielded a very large crop of high quality seed. It is too early to estimate quantity, but probably the amount will exceed 25,000,000 bus. in the 3 states.—Van Dusen-Harrington Co.

The protest of Jos. Breck & Sons against the assessment of duty on an importation of vetch seed (*Vicia villosa*) has been overruled by the general appraisers at New York. The sand or winter vetch is classified as seeds not provided for under paragraph 254, tariff act of 1897, and is not free under paragraph 656.

Seed exports during the 7 months prior to Aug. 1 were 4,204,777 pounds of clover seed, 288 bus. of flaxseed, 7,641,101 pounds of timothy seed and other grass seed valued at \$126,980; compared with 3,380,860 pounds of clover seed, 25,650 bus. of flaxseed, 6,484,666 pounds of timothy seed and other grass seed valued at \$107,933, as reported by O. P. Austin, chief of the bureau of statistics.

Washington, D. C., Sept. 10.—Of the thirteen principal cloverseed-producing states, one, namely Illinois, reports an increased acreage, four, namely Ohio, Utah, California, and Colorado, report no change in acreage, and all the other principal states report decreases. In Ohio and Utah conditions are reported the same as their ten-year averages, while in all other principal States conditions are above such average.—Government Crop Report.

In lower Delaware, where most of the crimson clover seed grown in the United States is produced, it seems necessary to lime the soil if a successful crop is to be expected. On the same soil which is not limed the clover does not thrive and seems to be much more likely to be winter killed. The amount of seed to be sown per acre varies under different conditions. From 12 to 25 pounds have been recommended, but in most cases 15 to 20 pounds is about the quantity required. The amount needed will, of course, de-

pend upon the quality; a sample that will give 90 per cent. of sprouts will go further than one germinating 50 per cent.

Darmstadt, Germany, Sept. 5.—The prospects for red clover are favorable hitherto both in Europe and America. The yield of *Trifolium hybridum* (alsike) and *Medicago sativa* (alfalfa, lucerne) seems also to be a fair average, while *Trifolium repens* (white clover) and *Medicago lupulina* (yellow trefoil) are reported to have a short crop, qualities being inferior to last season's. The quality of *Trifolium incarnatum* (crimson cloverseed) has suffered from heavy rains in France; also the other centres of production have had only a poor harvest and consequently prices were increasing gradually. *Hedysarum bifera* and *onobrychis* (sainfoin) yielded a good crop. *Dactylis glomerata* (cocksfoot, orchard grass) has a short crop in all centres of production. Offers are very scarce, and I believe that there will be a strong demand this season.—Conrad Appel.

Hamburg, Germany, Sept. 5.—Hot weather has done harm to red clover. The greater area which has been left standing for seed, has recently recovered in consequence of the excellent weather. If the weather remains favorable there will be a good medium crop in Europe with nice qualities. Harvest is several weeks later in Europe than in U. S. A. and there can be some changes yet. The crop of white clover has already been made and new seed comes on the market. The quantity is not so good as last year, the quality pretty good. Large stocks from the last season, we think, will fully cover the deficiency of this year's output. The prospects of alsike are satisfactory; the result will be about the same as last year. The acreage of alfalfa is larger than in former years, and in consequence thereof we expect a medium result, if the weather continues to be dry. It is a fact that old stocks have nearly been used up and stocks in Europe are so small that they cannot be reckoned to exist at all. Our view therefore is, that the prices for alfalfa in the coming season will not commence low at a start.—R. Liefmann Sons Successors.



Suggestion to the President for a New Head for the Dept. of Agri.—Collier's Weekly.

## Security Envelope Co.'s

Metal-Clasp Flour and Grain Envelopes

Best on the Market

More of this style used than all others combined. Write us for prices.

MINNEAPOLIS, MINN.



## Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., South Bend, Ind.



## The Minster Machine Company, Minster, Ohio

Mfrs. of the Minster Friction Clutch Pulley; Friction Cut Off Couplings; Friction Clutches with extended sleeve, to which wood split pulleys, sprockets, gears, etc., can be attached. Catalog and prices on application.

## GRAIN RECEIVING LEDGER FORM 43

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 42 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired.

The pages are 8 1/4 x 13 3/4 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth half Russia.

Price \$2.00

Grain Dealers Company  
255 La Salle Street CHICAGO, ILL.

## SHIPPERS' RECORD BOOK NO. 20

Is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left-hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdraw, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads. Price, \$1.75. Address

GRAIN DEALERS COMPANY  
255 LaSalle St., CHICAGO, ILL.

## Grain Carriers

The Tulsa, Turnersville & Texas R. R. Co. has been chartered to build 150 mi. of road from Tulsa, I. T., southwest.

A line from Ironton, O., to Charleston, S. C., 325 miles in length, will be built, it is said, by the Cincinnati, Hamilton & Dayton.

Construction of the Guthrie, Fairview & Western, which is to extend 70 miles from Guthrie, Okla., to Fairview, is to begin at once.

The Illinois, Iowa & Minnesota will have 120 miles of road completed and in operation by Oct. 15, between Rockford and Mokena, Ill.

A few contracts for shipment of grain from the head of Lake Superior and winter storage at Buffalo are said to have been made at 3½ cents.

The Gothenburg Northern Railroad Co. has been incorporated to build 175 miles of road from Gothenburg to Gandy, Neb., in the interest, it is said, of the Union Pacific.

Members of the International Waterways Commission recently visited the Niagara River to investigate the diversion of water for power in its effect on the level of the lakes.

A leak in the steamer Adella Shores recently damaged 7,000 bus. of corn during the gale on Lake Michigan. The wet corn was sold to the Reid Starch Factory at Prescott, Ont.

The Canada Atlantic Ry. bridge crossing the entrance to the Soulanges Canal at Coteau was carried away on Sept. 12 by the steam barge Nicaragua, thus blocking heavy traffic to Montreal.

Construction of the Lake Superior & Southeastern is to begin soon. This line, 125 miles in length, will connect with 45 miles being built from Ladysmith, Wis., to Owen, as a part of the Wisconsin Central line.

The East Grand Forks Transportation Co., which operates a line of wheat steamers on the Red River, has brought suit against the Soo Road to compel the removal of the railway bridge obstructing that stream at Grand Forks, N. D.

Extensions of the Great Northern from York to Thorne, and Towner to Maxbass, N. D., have just been completed and will carry grain this season. Trains will be running Dec. 1 on the 30-mile branch from Greenbush to Roseau.

On account of the blockade at Buffalo many cargoes of oats for export are going thru the Canadian ports. Where shippers to the east can not risk delay the grain is going all rail, the Pennsylvania road taking much of the oats.

Complaint that the rate on grain from Hastings to St. Paul is 5 cents, while the rate from Afton, a more distant point, is but 4 cents, has been made to the Minnesota Railroad & Warehouse Commission by the Loftus-Hubbard Elevator Co.

Pooling of export flour and grain shipments at Kansas City has been abandoned by the railroads to forestall action by the Interstate Commerce Commission on complaints by the grain dealers and millers,

who desire to control the routing of their own shipments.

U. S. Senator Elkins of West Virginia, chairman of the senate committee on interstate commerce, has issued a call to the members of the committee to meet at Washington, Nov. 15, to frame a bill providing for railroad rate supervision and regulation by the government.

Evidence that the Great Northern Railroad paid a rebate of \$1,800 to R. D. Wood & Co. on a shipment of pipe from Philadelphia to Winnipeg has been turned over by the Interstate Commerce Commission to the dept. of justice with a recommendation that Pres. J. J. Hill and other officials be prosecuted.

The corn millers of the Missouri Valley at a meeting at Kansas City, Sept. 9, adopted a resolution favoring the amendment of the interstate commerce law to give the Commission power to declare what a reasonable rate of freight shall be, such rate to become effective immediately, subject to review by a court.

The Pierre, Rapid City & Northwestern Ry. Co. has been incorporated by officials of the Chicago & Northwestern line to build 165 miles of road thru Lyman and Fennington Counties to Rapid City, S. D. The Northwestern Railway has not and will complete the Rapid City, Missouri River & St. Paul Ry., at Rapid City, S. D.

Officials of the Santa Fe System have formed the Gulf & Santa Fe Northwestern Ry. Co., with headquarters at Amarillo, Tex., to open the greater portion of the unsettled Panhandle by constructing a road from Brownwood in a northwesterly direction 350 miles thru 15 counties to an intersection with the Pecos Valley & Northwestern Ry., and another road 135 miles in length from Canyon.

A complaint against the Great Northern Railroad for charging a less than carload rate on a mixed car of oats and corn, brought before the Minnesota Railroad Commission by the Loftus-Hubbard Elevator Co., was heard Sept. 12. The complainant contends that it has been the rule on shipments of that kind for the company to charge for the whole carload at the carload rate for the highest rated commodity, but that in this case when 5,000 pounds of oats were shipped to a sub-contractor on the Soo line, a competitor of the Great Northern, the railway company charged the less than carload rate for the oats.

Work is about to begin on the first lock of the enlarged New York state canals, which is at Waterford on the Champlain Canal. All locks will be 45 ft. wide instead of 28 ft. as contemplated in the original plans. Work now under way will cost \$6,000,000; and contracts will be let this fall to expend the remainder of the \$10,000,000 available this year. Along the 440 miles of construction the state has established stations, about 15 miles apart, at each of which are employed 10 to 40 engineers to supervise the work, in all 350 men. The work has been subdivided into numerous sections known as contracts; and the work on Contracts Nos. 1, 2, 3 and 6 has made considerable progress.

After a conference with Congressman Chas. E. Townsend of Jackson, Mich., at Milwaukee, Wis., Sept. 12, Congressman J. J. Esch. of La Crosse, Wis., said of the Esch-Townsend bill that "The bill will be presented in the form in which it passed the house in February. If anything, it will be strengthened by a few changes which we have practically agreed on. These changes are all made with a view to mak-

ing the bill more specific. The senate committee has been having hearings on the subject this summer and some of these changes are the result of their suggestions. For instance, the first bill provided that the commission should have power to regulate rates. I thought, and still think, that this provision covered private cars. But to make it stronger, the private cars will be specifically mentioned in the new bill. The object of the bill is to clothe the commission with the power that it has always intended it should have. That is the power not only to declare a rate illegal, but to substitute for such rate a legal one. I believe the bill will accomplish this end, and I have every hope that it will pass at this session."

J. Z. Keel, pres. of the Texas Grain Dealers Ass'n, has taken issue with the canvass of shippers' sentiments on railway rate regulation as announced by E. D. Kenna, vice pres. of the Santa Fe, whose figures showed that 80 per cent of the shippers of Texas were against federal rate regulation. Mr. Keel, speaking for the executive committee of the Ass'n, says "We are of the opinion that Mr. Kenna is misinformed in regard to the shippers in the state of Texas. The Texas Grain Dealers' Ass'n has always been in hearty accord with Pres. Roosevelt's ideas of enlarging the powers of the interstate commerce commission. They so expressed it in their annual meeting at Fort Worth a few months ago by a resolution which was adopted unanimously. The Texas legislature did right in adopting resolutions applauding the President in this respect. And let me say that it spoke advisedly when it did so. I write this that Mr. Kenna may know that the grain dealers of Texas, which include many of the millers also, must be numbered with the 20 per cent crowd of which he speaks. I am frank to say that Mr. Kenna, though honest, is in error. Quite a number of our wholesale grocers, dry goods and hardware dealers have called up the writer and stated that they were not included in the 80 per cent number mentioned by Mr. Kenna."

The visible supply of rye in the U. S., about 1,000,000 bus., will not go far toward making up the deficiency of 350,000,000 bus. in the Russian rye crop.

Isn't it something like a newspaper puzzle picture to find the "master of the bull situation?" Tell your story in poetry, so that it may at least have rhyme, since it has no reason in it. Bulls may hold the corn and not the market; and they may be the victims of their own conceit. —E. W. Wagner.

Next!



Indianapolis News.



## Meeting of Michigan Bean Jobbers.

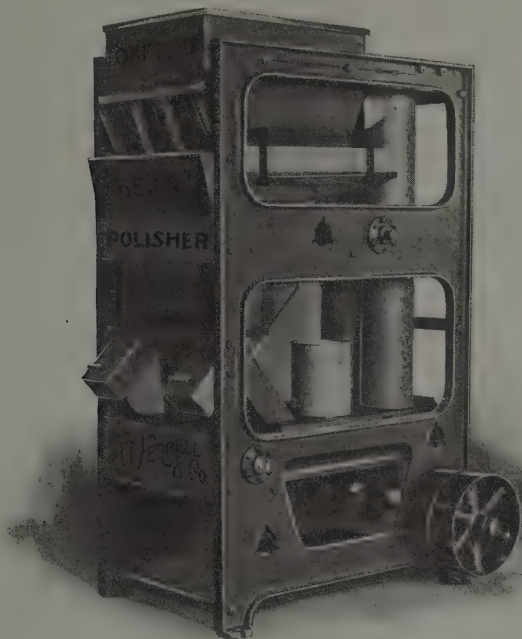
The Michigan Bean Jobbers Ass'n, at its annual meeting Sept. 13, at Detroit, Mich., elected the following officers: Pres., J. A. Heath, Lenox; 1st vice pres., F. E. Kelsey, Caro; 2d vice pres., H. J. Hankins, Elsie; 3d vice pres., N. A. Strong, Eaton; treas., C. E. Noyes, Jackson.

The secy. will be chosen by E. L. Wellman and S. M. Isbell.

## Oxford Bean Polisher.

The grain dealers who handle beans will be pleased to learn that the Oxford Bean Polisher, formerly manufactured by E. E. Wemp at Oxford, Mich., is now made by A. T. Ferrell & Co., and will be made stronger and better than ever.

The Oxford Polisher can be used to advantage in brightening the surface of beans and giving them a glossy appearance. If desired they can be given a high gloss.



In reviewing the work of the Ass'n, G. F. Allmendinger, retiring pres., said the attempt to pass a bill providing for a state bean inspector had failed. Legislation had been procured providing for the use of the elevator receipts for private warehouses just as for public elevators.

The Ass'n broke up a practice of a certain railroad in Michigan of charging up overweight of carloads, marking up a car to 42,000 when it had only 40,000 pounds' capacity. The Ass'n has had to raise its minimum car load from 500 bus., 33,000 pounds, to 40,000, owing to railroad regulations.

The Ass'n now is stronger than ever, and has a larger membership.

This year's bean prospects were exhaustively discussed at the meeting. The opinion of the dealers attending the meeting was that the foreign crop of beans is small, that the New York state crop is about 50 to 60 per cent in acreage; Michigan 75 per cent; that the Wisconsin and California crops are large. Secy. Burdick Potter writes that since the meeting several days of severe rain has greatly damaged percentage of beans that had not been secured, thru soaking. Not 25 per cent of the crop has been

secured, and the balance is an uncertainty.

Must and dust which in sections having clay soils causes so much trouble can readily be removed and the beans materially improved by polishing. The same treatment is profitably applied to beans stained and damaged by storms, even when the dirt is dried into the skin. Such great improvement is effected thru the intelligent use of this machine as to return its cost to purchasers in short order.

## Imports and Exports of Beans and Peas.

Imports of beans and peas during the 7 months prior to Aug. 1 were 199,643 bus.; compared with 427,502 bus. for the same months of last year.

Export of beans and peas for the 7 months were 189,758 bus.; compared with 111,262 bus. for the corresponding months of last year.

Exports of foreign beans and peas during the 7 months amounted to 16,197 bus.; compared with 29,882 bus. during the corresponding months of 1904, as reported by O. P. Austin, chief of bureau of statistics.

## COAL FOR DEALERS

### IS OUR SPECIALTY

Genuine Plymouth  
Mt. Pelee 4-inch lump  
Ideal Brazil Block  
Silver Leaf Hocking  
Smokeless, "any size"

ORDERS FILLED PROMPTLY  
WRITE US

OHIO & MICHIGAN COAL CO.

MAIN OFFICE

DETROIT, MICH.

### LARGE MAP OF THE NORTH-WESTERN LINE CHICAGO TERMINALS.

A descriptive pamphlet with large scale map of its extensive and complete terminal facilities at Chicago has been prepared by the Chicago & North-Western R'y. This will be of interest to industrial concerns located on these terminal lines, and more especially to those seeking new sites with adequate railway conveniences. Send for free copy to Industrial Department, C. & N. W. R'y., Chicago, Ill.

## Grain Purifying

When properly done is the most profitable work in the elevator, and costs very little.

Must, Smut and Mold Odors, Water and Climatic Stains Removed, leaving grain clean in appearance and with natural aroma.

Every elevator is interested in this work, and you should write us by next mail for description and grain samples of work. Address

## Caldwell & Barr

EARL PARK, INDIANA

## Supreme Court Decisions

Where testimony is conflicting, the intent of the parties in speculating in futures may be determined from the course of dealing.—*Jennings v. Morris*. Supreme Court of Pennsylvania. 61 Atl. 115.

A carrier contracting to transport goods to a point beyond the termination of its own line may by contract protect itself against liability for injury and delay not occurring on its own line.—*Eckels v. M. P. Ry. Co.* St. Louis Court of Appeals, Missouri. 87 S. W. 99.

Where a member of a voluntary association is expelled for nonpayment of dues, he cannot compel reinstatement until he has tendered the dues or made an unsuccessful application to learn their amount.—*Konta v. St. Louis Stock Exchange*. Supreme Court of Missouri. 87 S. W. 969.

If, under a contract of sale, the seller is to deliver the property sold at a designated place, and receive payment on delivery, the general rule is that the title will not pass until delivery is there made.—*Hunter Bros. Milling Co. v. Kramer Bros.* Supreme Court of Kansas. 80 Pac. 963.

A ship cannot by bill of lading exempt herself from liability for damage to cargo from sea water, as a peril of the seas, where such water entered because of the obstruction of a valve, due to the failure to exercise due diligence in the equipment of the ship at the beginning of the voyage.—*The Brilliant*. District Court, E. D. of New York. 138 Fed. 743.

In an action to recover damages for failure of a carrier to deliver a rice huller, damages for loss in milling rice carried by the public to other mills, because of delay in delivery, cannot be recovered where no notice to the carrier of the use for which the machine was intended was given to it.—*Traywick v. Southern Ry. Co.* Supreme Court of South Carolina. 50 S. E. 549.

Where plaintiff purchased hay and grain in Seattle for delivery in Alaska before the close of navigation, during the current season, for resale there, of which the seller had knowledge, and the latter failed to ship but a small portion of the hay and none of the grain, the buyers, being unable to obtain similar goods from others, after ascertaining the breach, were entitled to recover the amount of profits they would have realized from a resale of the goods in the Alaska market.—*Lilly v. Lilly, Bogardus & Co.* Supreme Court of Washington. 81 Pac. 852.

An allegation in the complaint in an action against a railway company for failure to furnish cars that plaintiff had demanded of the company, through its agent at designated station, that cars be furnished there, and that he had demanded of its agent at another designated station, who acted as agent for another station, that cars be furnished at the latter station, sufficiently shows demands of proper authority, and sufficiently apprises the company of the agents on whom the demands were made.—*Choctaw, O. & G. Ry. Co. v. Rolfe*. Supreme Court of Arkansas. 88 S. W. 870.

Where, during the unloading of a barge in the usual manner, which caused an uneven keel for a few hours, she sprang a leak, and the remaining cargo was damaged by water, such damage was not caused by fault or error in the management of the vessel within section 3 of the Harter act (Act Feb. 13, 1893, c. 105, 27 Stat. 445 [U. S. Comp. St. 1901, p. 2946]), but from unseaworthiness, or from negligence, fault, or failure in proper loading within section 1, for which the vessel is liable.—*Donaldson v. J. W. Perry Co.* Circuit Court of Appeals, Fourth Circuit. 138 Fed. 643.

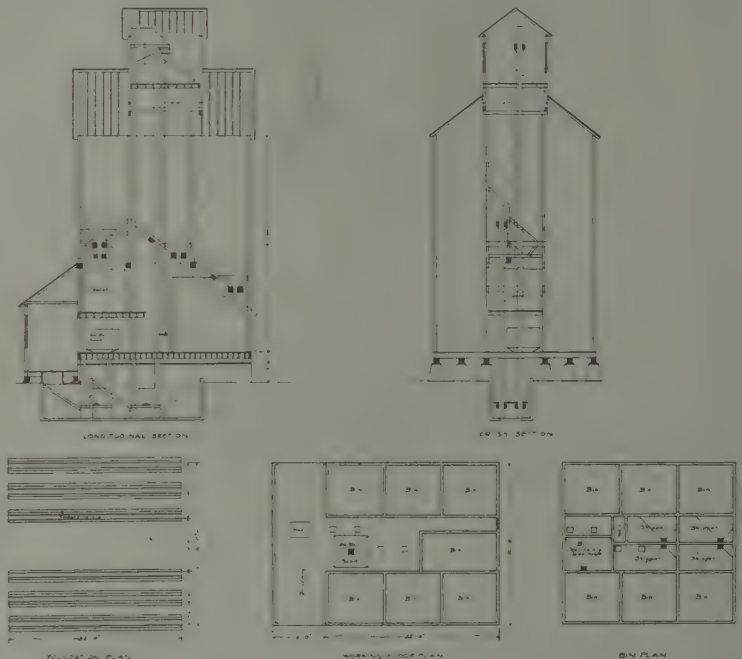
Where, after the failure of a corporation engaged in buying and selling grain on commission, which was largely indebted to a bank, the president of the corporation continued to sell grain on commission in the name of the corpora-

## Plan of 24,000-Bu. Elevator.

The plan of one of the country elevators erected for the Western Elevator Co., of Winnipeg, Man., is shown in the engraving herewith, giving longitudinal section, cross section, foundation plan, working floor plan and bin plan. This building is the reduction of an elevator to practically its simplest form, which is possible for a plant handling exclusively wheat almost for a line company.

Just inside the wall next the driveway is a short stand of elevators to elevate the wheat from the sink under the trap to the cleaning machine. After having been cleaned the wheat drops into the 100-bu. hopper scale, and is weighed.

A second elevator leg extends to cupola to fill the 11 bins, 4 of which are shipping bins hoppers to the same loading



tion, in which was incorporated his own name, and thereafter deposited moneys received for grain sold by him for customers on commission, including his commissions, in the bank, in the same name, such subsequent business will be regarded as his personal business and not a continuance of the corporation's business.—*Boyle v. Northwestern Nat. Bank*. Supreme Court of Wisconsin. 103 N. W. 1123.

Persons who induce members of the public to subscribe money under a written contract providing that the money subscribed is to be credited to the subscriber's account and to be invested in a wheat deal do not acquire title to, but become bailees of, the money for the special purpose of speculating in wheat, and, in case they misappropriate the money, are guilty of larceny and embezzlement both at common law and under Pen. Code, Section 528, subd. 2, declaring bailees, trustees, etc., having control of money or property, who appropriate the same to their own use, guilty of larceny.—*People v. Kellogg*. Supreme Court of New York, Appellate Division. 94 N. Y. Supp. 617.

spout. A rod from the main floor to the head of the elevator controls the spout distributing the grain to the several bins. The total bin storage capacity is 24,200 bus.

The building is 32x30 ft., and 45 ft. 6 in. high to eaves. Seven of the bins reach down 40 ft. from eaves all the way to the main floor, thus strengthening the house and increasing the capacity. The house is supported on 6 sills resting on stone foundation piers.

## Imports and Exports of Hay.

Hay imports for the 7 months prior to Aug. 1 were 19,112 tons; compared with 52,143 tons for the same months of last year and 228,717 tons for the corresponding months of 1903, a decrease of 209,605 tons from the imports of the same months 2 years ago.

Hay exports for the first 7 months of 1905 were 40,823 tons; compared with 39,153 tons for the same months of 1904, as reported by O. P. Austin, chief of the bureau of statistics.



## Supply Trade

To cure dull trade in any department apply an advertisement to the afflicted part.

The N. P. Bowsheer Co. has recently received several car load orders for feed mills from its Texas agents.

N. L. Vredenburg, vice-pres. of Sprout, Waldron & Co., was sadly bereaved recently by the death of his wife.

A. H. Richner of Crawfordsville, Ind., will leave for California Oct. 1, remaining on the Coast during the winter, and returning in the spring to push the elevator machinery business with renewed vigor.

A house that advertises itself persistently, sustains the enthusiasm and loyalty of its employees thereby. This enthusiastic co-operation alone, by its results—pays the advertiser good profits on the advertising.

The Hall Grain & Seed Separator, Grader & Purifier Co. has been incorporated at Winfield, Ia., to manufacture a cleaning machine under Hall's patent. The capital stock is \$3,000; and the incorporators are Thomas J. Hatfield and others.

The Knickerbocker Co. was granted letters patent on its new Cyclone Dust Collector on Aug. 29, and owns all the rights in the United States, Canada, Great Britain, France and Germany. The company will manufacture the New Cyclone, 1905, for all purposes to which it is suited.

Walter H. Whiteside has been elected pres. of the Allis-Chalmers Co., to succeed B. H. Warren. The following have been elected directors: Edward D. Adams of New York, to succeed himself; Edmund C. Converse of New York, Mark T. Cox of East Orange, N. J.; Joseph S. Neave of Cincinnati and Edwin Reynolds of Milwaukee.

The Kingsland-Kay-Cook Mfg. Co., of St. Louis, Mo., is sending out a pamphlet of 12 pages, 10x13½ in., containing only very handsome illustrations of hangers, pillow blocks, tighteners, sheaves, gears, screens, belt conveyors, trippers, elevator buckets, boots, conveyors, chain belting, flexible spouting, car pullers and power grain shovels, as a few examples of the grain handling machinery which the company manufactures at its 2 large plants.

The American Supply Co. has opened offices at 11th and Farnam streets, Omaha, Neb., to transact a general machinery business, making a specialty of elevator and mill machinery and supplies. The company carries a large stock in its warehouse, 11th and Nicholas streets, and handles only the best lines, among which are Howe Scales, Howe Gasoline Engines, and the Barnard & Leas Mfg. Co.'s machinery. The American Supply Co. manufactures a complete line of elevator machinery. Chas. D. Cole is resident manager.

Caldwell & Barr of Earl Park, Ind., are having considerable inquiry regarding purifying grain. Their supt. of construction has been busy installing and has work ahead for some time, indicat-

ing that grain men are becoming more and more convinced of the advantages of loading out grain in the best possible condition. The Caldwell-Barr Grain Purifying System is fully explained in a pamphlet of 11 pages which explains its application to oats and corn or barley and other grains. The firm will send a copy of the pamphlet to any reader of the Grain Dealers Journal on request.

The Elliott & Reid Co., manufacturers of portable corn cribs, are convinced that the demand for cribs of this character will be greater this year than ever. In fact the country has the largest crop of corn since cribs of this character were placed on the market. The demand for storage has been small during the last three or four years, owing to the fact that the surplus stock of corn has been small. Dealers who have not sufficient crib room will make haste to investigate the merits and cost of portable cribs, when they learn the cost of lumber necessary to build an old style crib. If you have not yet arranged for the additional storage needed, it is time you were looking about it.

A. T. Ferrell & Co. have recently purchased the patents, good will and all machinery and stock on hand of E. E. Knapp & Co., Middleport, N. Y., and hereafter will manufacture the Giant Bean Picker. Ferrell & Co. have also purchased the patent, good will and machinery equipment of E. E. Wemp of Oxford, Mich., and will manufacture the Oxford Bean Polisher. In order to care for this additional business, Ferrell & Co., have recently added an up-to-date machine shop for the manufacture of these machines and all their other iron work. Inasmuch as this firm was already doing a larger business than any preceding year, it naturally expects to have a still farther increase as a result of the addition of these two machines.

Flaxseed prices have recently fallen to a point where the fluctuations will be governed to some extent by the export basis. Prices are expected to work down to a low level by easy stages until the first run of the big crop has been marketed.



The Frost is on the Pumpkin and the Corn, He Gets a Shock. —Minneapolis Journal.

## Durable Wire Rope Co.

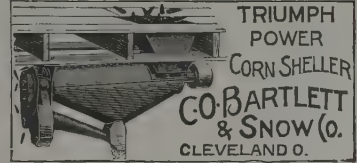
Grain Shovel Ropes

Car Haul Ropes

JUPITER TRANSMISSION ROPES

171 Lake Street

CHICAGO



## SUCCESS

It has taken us years to learn as much about the Grain and Stock markets as we know to-day. We can't tell you about it here—but send for our book "Success"—it explains our work fully.

For the past five years we have been demonstrating daily the success of our methods—but we don't even ask you to invest \$5 in a month's subscription to our forecast until we convinced you that the forecast will assist you.

A postal card will bring the book. We want you to read it.

The Market Chart Company

910, 255 La Salle Street  
Chicago, Ill.

## EXCELLENT OPENINGS FOR MILLS

All owners of flour mills and grain elevators located in the older-settled sections at points where conditions are not entirely satisfactory can be accommodated with locations along the



We will be glad to give particulars regarding very fine openings for mills, especially, in the best wheat growing sections of Oklahoma where large quantities of wagon wheat can be secured. Excellent inducements can be secured from local parties.

Write for a copy of handbook entitled "Opportunities".

M. SCHULTER

INDUSTRIAL COMMISSIONER

Frisco Building

ST. LOUIS, MO.

## ONE WAY COLONISTS' RATES

via

Chicago Great Western Railway,

to points in Arizona, California, Colorado, Idaho, Montana, Nevada, Oregon, Utah, Washington, Alberta and British Columbia. Tickets on sale Sept. 15th to October 31st. Choice of Routes. For further information apply to F. P. Lasser, G. A. P. D., 115 Adams St., Chicago, Ill.

### Not an Easy Mark.

Jimmy Donohue, the secy. of the so-called National Board of Trade, has received another letter from Knute whom he had the nerve to ask to join his bucket-shop. Jimmy has not made the letter public but we have secured a copy of it. It is

Kansas City, Mo., 8/19/05.

Dear Yimmie,

You baeen writing mae some letters,  
Tanking Ay must bae lamb or geese;  
And you vont to pluck mae fedthers  
Or get your clippers on mae fleece.

Knute.

### New Facts About Wheat Rust.

Consul-General Guenther, of Frankfurt, reports that according to German papers the most important work with reference to the rust of cereals has been done by Erikson within the last few years, but that also in the United States important investigations have been made. Formerly the capability of the summer spores of wheat rust for propagating the disease had been considered as slight. This view must be changed because these spores are not as short lived as had been supposed.

Bolley has established the fact that the red "summer spores" of many-colored rust fungi keep even over winter. They even resist the dryness and the sunshine of midsummer as well as the cold winter in the tissues of the wheat plant. This makes it possible that the spores are carried for miles by the wind and accounts for the rapidity with which rust infection spreads over large areas. Bolley investigated the vitality of spores from week to week and from month to month in different modes of keeping wheat and other straw affected with rust and has found proof that even dry fall winds and the severest winter frost do not kill the red spores. They even retain their vitality upon dead leaves, dead straw, and the partially dead leaves of living cereal plants or grasses. This fact, says Mr. Bolley in *Science*, will be of the greatest importance with reference to further investigations of the wheat rust.

It may be that the going over of the rust to the barberry plant will be considered as heretofore as a physiological necessity for the preservation of the fungi, but it can not any more be deemed as the

exclusive means of propagation, which would have to be repeated annually before the rust could again attack the cereals.

### Yellow Oats at a Discount.

On account of the liability of white oats to rust and to lodge the farmers of Iowa have been growing more and more of the yellow and Russian green oats because they yield well and stand up better. Yellow oats form so large a percentage of this year's crop that it has become a serious problem where to find a market for them.

The two varieties of yellow oats known as golden oats and Russian green oats are of just as good quality as the white oats. Unfortunately the yellow color natural to these varieties is similar to the hue of discolored or stained white oats and indicates possible decay. Oatmeal millers do not like the yellow oats because the groat within has the same dirty color as the husk; and, as the trade demands a clean looking meal, the millers are forced to buy white oats.

New England wants nothing but white oats, the southeast prefers black and white mixed, and the European markets likewise will have none of the yellow oats. Thus the yellow oats find no market east of Chicago or south of St. Louis.

This prejudice, altho unjust, is compelling grain shippers to accept  $\frac{1}{2}$  to  $1\frac{1}{2}$  cents less in the terminal markets for yellow oats of the same test weight per bushel as white oats. The dealer who pays the farmer as much for yellow as white oats certainly will lose money. By doing so in the past grain dealers have encouraged farmers in a wrong course, since farmers who have been receiving the same price for yellow as for white oats naturally will grow them, as they stand up well. The only remedy for this condition is to pay less for the yellow or green oats, and thereby induce the farmer to grow the white oats. No hardship will be imposed on the farmer by this course, since the sowing of superior seed of home selection or importation, together with careful farming, will enable him to grow white oats to the same perfection as in former years.

### Philippine Imports and Exports.

Philippine imports of breadstuffs during the 9 months prior to Apr. 1 were 66,265 bus. of grain and 124,042 barrels of wheat flour; compared with 59,683 bus. of grain and 166,710 barrels of wheat flour for the corresponding months of the preceding season.

Hay imports for the 9 months were 3,319 tons; compared with 1,982 tons for the same months of the preceding season.

Rice imports during the 9 months amounted to 405,121,466 pounds; compared with 594,997,098 pounds for the corresponding months of 1903-4.

Imports of beans and peas during the 9 months were 31,493 bus.; compared with 45,255 bus. for the same months of the preceding season.

Exports of hemp during the 9 months were 95,671 tons; compared with 94,794 tons for the same months of 1903-4, as reported by the War Department.

Roumania's crops are threatened by drouth.

### Shortage in Russian Crop.

Russia's crops of wheat and rye are very much less than those of last year. Compared with last year the figures are sensational, but on analysis the failure of the Russian crop should not give the outside world any concern, especially since both Beerbohm and the Hungarian Ministry of Agriculture estimate the 1905 crops of the world as being somewhat greater in the aggregate than the wheat crop of 1904.

The semi-official authority known as the Central Statistical Committee estimates the 1905 crops of Russia as 535,070,000 bus. wheat and 670,665,000 bus. rye, compared with 666,750,000 bus. wheat and 1,008,437,000 bus. rye a year ago. Such a comparison is unfair, since the 1904 crops were abnormal, being the heaviest on record. The average yield of the 6 years prior to 1904 was 877,000,000 bus. of rye; and the average yield of wheat for the 7 years prior to 1905 was 549,000,000 bus., making the actual deficiency in wheat this year only 14,000,000, or less than 3 per cent.

That Russia is still embarrassed by the surplus of the heavy wheat crops of the last three years is shown by the exports, which to date show no falling off. For the week ending Sept. 15 Russian exports of wheat were 5,912,000 bus., compared with 4,248,000 bus. for the preceding week, and 4,728,000 bus. for the corresponding week a year ago. Russian exports are expected to continue heavy until the ports are closed by ice in November.

### Exports of Breadstuffs.

Exports of breadstuffs during the 8 months prior to September 1 were 1,844,635 bus. of wheat, 77,074,244 bus. of corn, 6,410,147 bus. of oats, 5,463,225 bus. of barley, 86,058 bus. of rye and 5,212,389 barrels of flour; compared with 9,540,289 bus. of wheat, 31,136,209 bus. of corn, 676,003 bus. of oats, 2,838,930 bus. of barley, 93,404 bus. of rye and 8,207,231 barrels of flour for the corresponding months of 1904.

Wheat exports are beginning to increase and during August were 1,074,008 bus.; compared with 216,469 bus. for August, 1904, as reported by O. P. Austin, chief of the bureau of statistics.



Wide Awake Again.  
Minneapolis Journal.



The Scarecrow Comes to Life.  
Chicago Record-Herald.



# POWER CAR LOADERS FOR ELEVATORS.

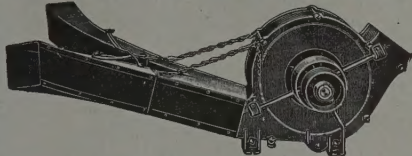
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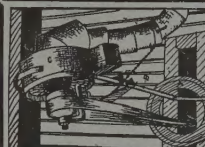
Yours truly, H. VAN BUENING.

Emden, Ill., April 4, 1903.



**MAROA MFG. CO.,**  
MAROA, ILL.

The purchaser of a machine is usually satisfied if it does all that the seller claims for it, but the above letter proves that we are conservative in our representations regarding the Boss Car Loaders. We rate our 14 inch at 50 bushels per minute, and although Mr. Van Buening does not say what kind of grain he loaded, you can see that whatever it was, he loaded faster than 75 bushels per minute, or over one-half more than the rated capacity. We will ship you a loader on trial if you are in need of one and let you decide for yourself whether or not it will do what we claim for it.



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Car Loaders  
Are O. K.

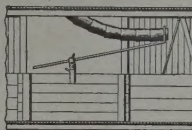
Shipped on Trial

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Burchinal, Iowa  
Patentee & Mfr.

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**E. B. NELSON**  
Burchinal, Iowa  
Patent applied for



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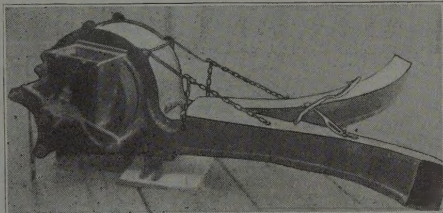
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a machine that will load all kinds of grain on one speed. Grain after leaving hopper falls on inner surface of a drum and by centrifugal force is carried once around with a speed sufficient to drive grain into a pair of dividing spouts as rapidly and effectually as a machine of higher speed, with no bat on grain to crack it. Damp oats carried around drum are separated, cooled, cleaned and polished. Sent on trial upon request. We make dividing spouts to order at reasonable prices.

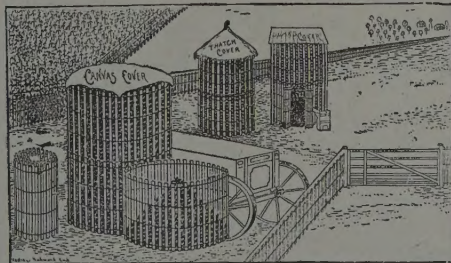
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## DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bor of; Price per Cwt; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out. 800 tickets in each book, Price \$1.25.

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These tables are bound in tough paper and form a thin book 2 1/2 in. wide by 8 1/4 in. long. Price 50 Cents. Address

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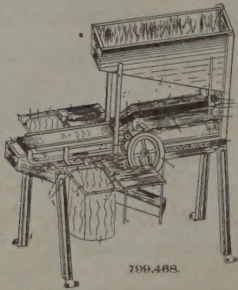
## Patents Granted

Electric Ignition for Gas Engines. No. 799,368. Vincent G. Apple, Dayton, O.

Internal Combustion Engine. No. 798,995. Jas. F. Duryea, Springfield, Mass.

Attachment for Explosive Engines. No. 799,047. Wm. B. Hayden, New York, N. Y.

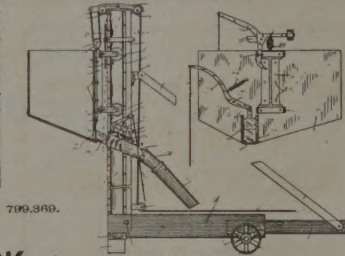
Starting Means for Explosive Engines. No. 799,029. Alanson P. Brush, Detroit, Mich.



799,468.



8,409



799,078



8,406



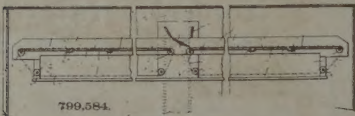
8,400



8,408



8,396



799,369

Ignition Device for Explosive Engines. No. 798,702. Thornton B. Rennell, Denver, Colo.

Gas Generator for Explosive Engines. No. 799,341. Adolph W. Jones, Alameda, Cal.

Circuit Breaker for Explosive Engines. No. 799,393. Ralph M. Lovejoy, Meredith, N. H.

Muffler. No. 799,013. Edward R. Moffitt, San Francisco, Cal., assignor to Standard Machine Works.

Speed Regulator for Explosion Engines. No. 799,459. George Duffing, Mulheim-on-the-Rhine, Germany.

Chain Belt. No. 799,369. (see cut) Henry Arneson, Ruthton, Minn. The link has recesses in the sides of its coupling hook to prevent the entire bar working in hook from wearing out of cylindrical shape and thus permitting separation of the links.

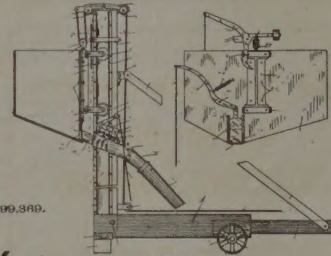
Trademarks. No. 8,396, 8,400, 8,406, 8,408 and 8,409, for grass, grain, timothy, clover, hemp, canary and rape seed, have been registered by the Albert Dickinson Co., Chicago, Ill. As shown in the engraving herewith the marks are the representations of a rising sun, queen, king, jack and the word jack.

Grain Elevating Device. No. 799,078. (see cut) Nels H. Nelson, Pennock, Minn. The grain is elevated in a hopper raised on an upright by rope and

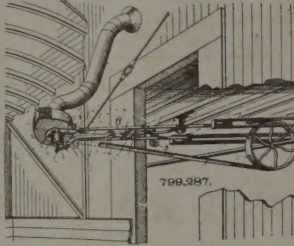
pulleys to a position where its outlet gate discharges into an extensible spout fixed to the upper part of the upright. The hopper has wheels working on guide-ways.

Bean Sorting Machine. No. 799,468. (see cut) John J. Jungers, Wethersfield, N. Y. The bean sorting machine consists of a hopper, an outlet at the rear wall of the hopper, a vibrating chute under the hopper, a flexible connecting strip, vibrating screen, a shaft with a bend for rapping the chute causing it to vibrate.

Grain Conveyor. No. 799,584. (see cut) John F. White, Bloomington, Ill. The conveyor is secured in the upper portion of a crib, grain being delivered at the middle thereof and conveyed in either di-



799,078



799,287

rection. The two conveyor belts are driven by gearing from the head of the portable elevator with which the apparatus is designed to be used.

Car Loader. No. 799,287. (see cut) Aug. A. Yacker, Roberts, Ill. The loading machine is mounted at the end of a slidable frame and consists of a horizontal casing having inlet and outlet openings. Upon the bottom of the casing is a disk having a hub and series of blades. Arms extend from the inner ends of the blades to the hub of the disk, the blades being also provided at their upper edges with inclined overhanging flanges. The disk is driven by belt from the elevator.

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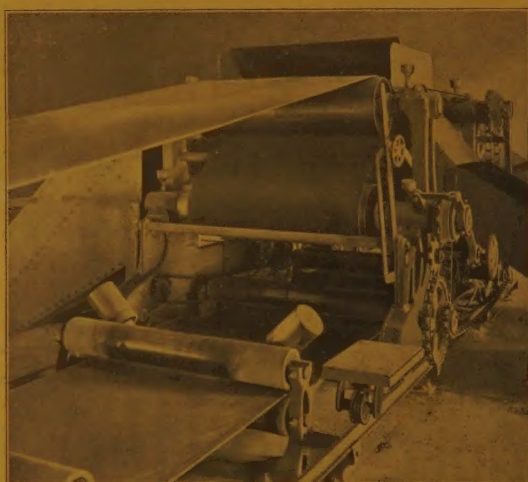
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